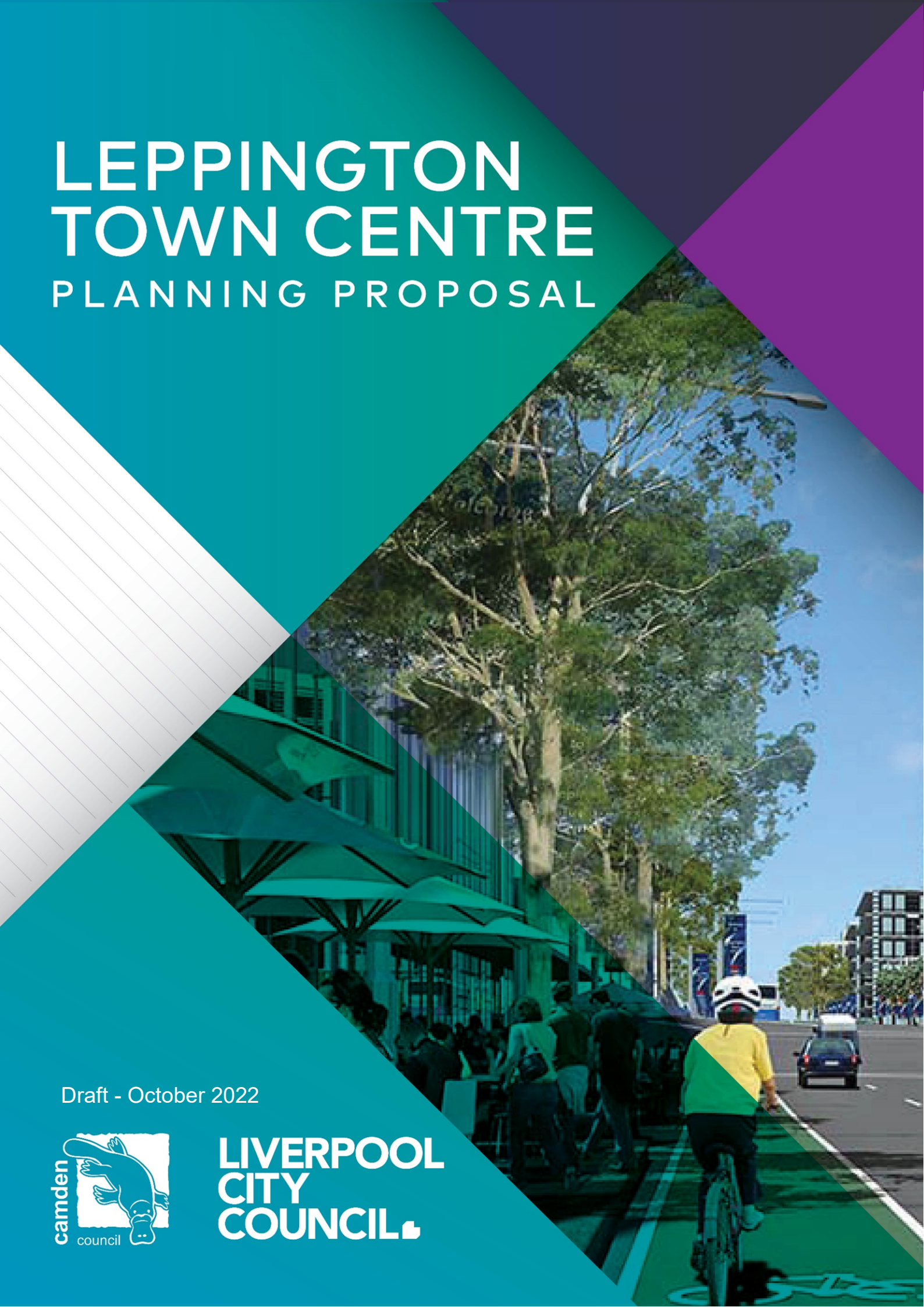


# LEPPINGTON TOWN CENTRE PLANNING PROPOSAL

Draft - October 2022



**LIVERPOOL  
CITY  
COUNCIL**



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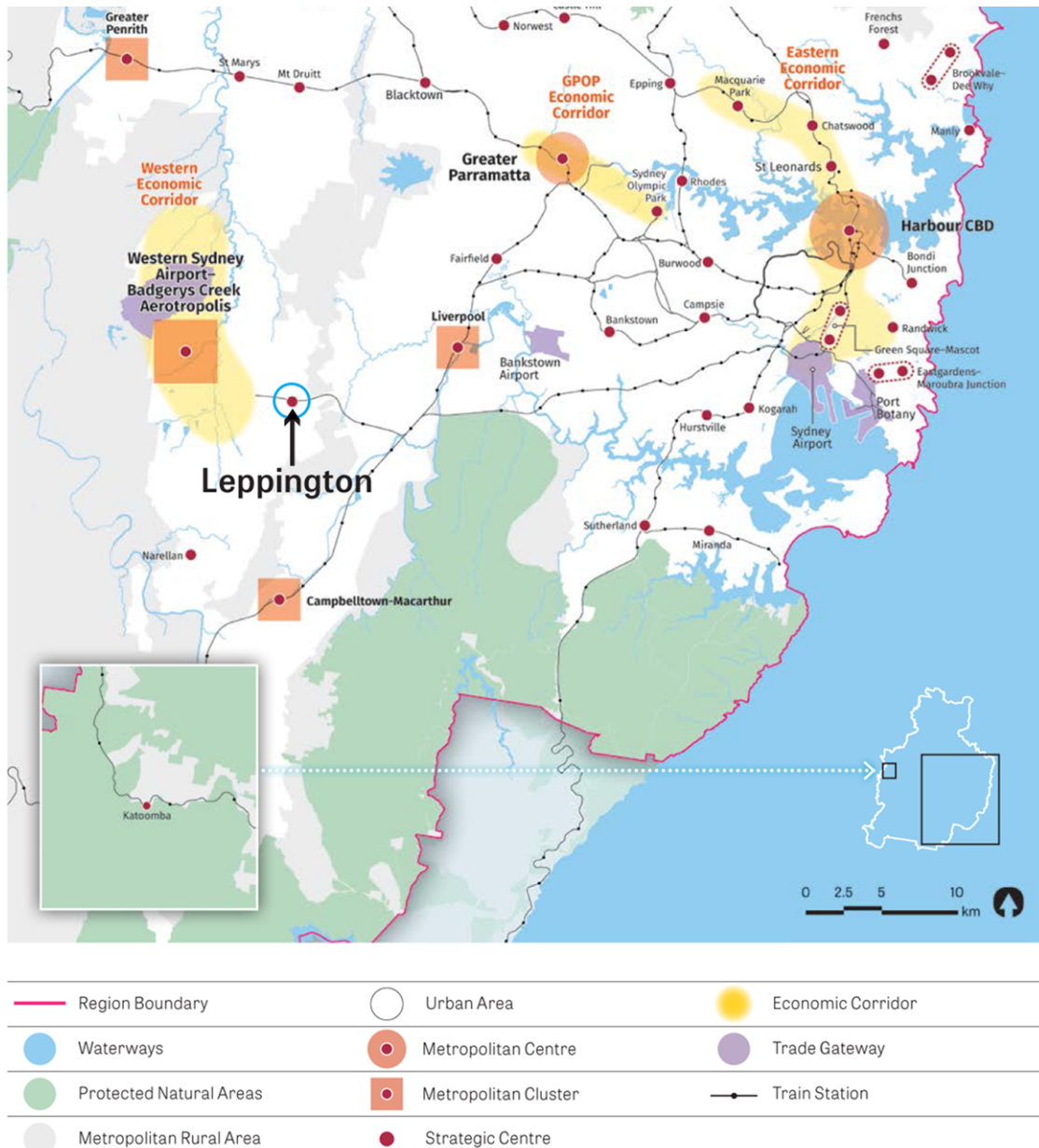


## Abbreviations

CP	Contributions Plan
DA	Development Assessment
DCP	Development Control Plan
District Plan	Western City District Plan
DPE	Department of Planning and Environment
EPA Act	<i>Environmental Planning Assessment Act 1979</i>
FSR	Floor Space Ratio
GSC	Greater Sydney Commission
Growth Centres SEPP	<i>SEPP (Sydney Regional Growth Centres) 2006</i>
HAF	Housing Acceleration Fund
HOB	Height of Building
ILP	Indicative Layout Plan
LGA	Local Government Area
LIC	Local Infrastructure Contributions
LSPS	Local Strategic Planning Statement
PIC	Place-based Infrastructure Compact
Region Plan	Greater Sydney Region Plan
RIC	Regional Infrastructure Contributions
RMS	Roads and Maritime Service
SEPP	State Environmental Planning Proposal
SWGA	South West Growth Area
TfNSW	Transport for New South Wales
Western Parkland City SEPP	<i>SEPP (Precincts–Western City Parkland) 2021</i>
WSA	Western Sydney Airport

## Executive Summary

Leppington Town Centre is a 440 hectare precinct located in Sydney's South West Growth Area and extending across Camden and Liverpool Local Government Areas (LGAs). Leppington is identified as a strategic centre in the Greater Sydney Region Plan, Western City District Plan and both Council's Local Strategic Planning Statements (LSPS). Leppington Town Centre is identified in Figure 1 below, to the east of the new Western Sydney Airport and Aerotropolis.



**Figure 1: Strategic Centres across Greater Sydney**

Identification of Leppington Town Centre as a strategic centre indicates its potential to transform into an employment and services hub that also provides a range of community activities and residential accommodation. Strategic centres, such as Leppington, offer a broad range of employment and community facilities to meet local and regional needs.

## Site History/Background

In 2013, State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (*Growth Centres SEPP*) was gazetted to establish Leppington Major Centre. In 2013, it was anticipated Leppington Town Centre could deliver between 7,000 and 12,500 jobs and at least of 3,000 dwellings by 2036. The 2017 contributions plan relied upon a conservative estimate of only 2,112 dwellings in Camden LGA with the remaining potential dwellings being within the Liverpool LGA part of the centre. Dwelling capacity forecasts include assumptions about the mix of housing types likely to be provided by the market and the true capacity is likely much higher.

In 2014, the Federal Government announced a commitment to deliver the Western Sydney Airport (WSA) at Badgerys Creek, with early earthworks commencing in September 2018.

In March 2015 Leppington Train Station was completed and since opening has attracted large volumes of commuters, particularly because it is the last station on the Leppington rail line. A multi deck commuter carpark for 1,000 car spaces was completed in January 2020.

In 2017, the Department of Planning and Environment (DPE) announced a review of Leppington Town Centre and commenced work on the review as a planned precinct.

In November 2019, the DPE announced a new approach to planning across a number of precincts in New South Wales (NSW) including Leppington Town Centre; and handed control of the Leppington Town Centre review to Camden and Liverpool Council's to complete. Camden Council assumed the lead of the project as a significant portion of the site is within Camden LGA. Camden Council continues to work with Liverpool Council to ensure a cohesive outcome.

In February 2020, Camden Council conducted a gap analysis of information received from DPE and established an approval pathway for the precinct. Further studies were undertaken resulting in amendments to the draft Indicative Layout Plan (ILP) and proposed State Environmental Planning Policy (SEPP) and Development Control Plan (DCP) controls.

In November 2020, Council conducted a visioning workshop with the local community. These results are further discussed in Part 5 of this Planning Proposal.

In September 2021, Council engaged Mecone, LFA, Turf and WT to complete the review of planning for the Leppington Town Centre. This planning proposal has been completed with the assistance of this consultant team of planners, urban designers and landscape designers. It is supported by a draft Indicative Layout Plan, draft Development Control Plan, Designing Leppington urban design strategy and Delivering Leppington local infrastructure strategy.

In parallel, City People and Amplifier Creative are assisting Council to develop a place activation strategy that would promote and activate the Town Centre during its early development stage, in order to attract visitors, residents, tenants and investment; to create an identity and build a sense of place based on experiences.

## Intent of the Planning Proposal

The Planning Proposal supports the intent for Leppington Town Centre to become a new strategic centre within the Western Parkland City; to complement the role of the Aerotropolis and grow into a regionally significant transit-oriented centre providing the major civic, cultural, recreational, retail and business service functions for the area. It will enable achievement of the vision for Leppington to be active and people focussed, a green urban centre, convenient and connected, a well-designed built environment, to be complementary to its natural environment.

**Recommended planning levers**Increased density via introduction of FSR controls

Introducing FSRs to achieve general viability for identified tipping points for likely forms of development in the centre core mid to high-rise mixed-use buildings, middle area medium rise apartment buildings and frame area townhouses and apartment buildings.

Flexibility in building height limits

A preference for FSR controls to be the primary control of building bulk, rather than building height limits, subject to appropriate overshadowing and set back controls to allow flexibility in design for medium to high rise towers with smaller floorplates, allow light permeability between towers and improve visual privacy.

Permit podium parking

Building height flexibility and DCP controls developed to enable the ability to bring parking above ground, sleeved by retail and commercial uses that front the street over 2 or more levels.

Bonus FSR for Low carbon building

A standardised bonus FSR of 0.25:1 in residential zones and in business zones in return for achieving a Low Carbon Building standard.

Bonus FSR for Affordable community housing

An incentive bonus FSR of 0.25 and 0.5:1, in residential and mixed use zones respectively, adequate to absorb the cost of dedicating 3% of affordable housing to a community housing provider.

**Proposed Changes**

The Planning Proposal proposes a number of land use and zoning changes to Western Parkland City SEPP (formerly Growth Centres SEPP) precinct plan provisions for the Leppington Town Centre, in-line with the Market Demand Analysis recommendations and recognising the changed role for Leppington Town Centre, in response to the Aerotropolis plans.

The plans for Leppington would shift from a largely employment zoned business and industrial centre with pockets of separated medium density residential zones to a highly integrated mixed-use centre with concentrated density of activity and buildings in a Strategic Centre CBD core. It will have an increased focus on residential living and provision of cultural and recreational facilities, as well as major retail and government services for the surrounding areas.

The proposed planning approach is reflective of contemporary market preferences toward urbanised centres and is expected to deliver more employment floor space and jobs in Leppington Town Centre over the next 20 years than the previous business park model approach.

The proposed changes are summarised as follows:

**Zones and Land Use**

The following is a summary of the key zoning and land use changes proposed:



- Deletion of the redundant B7 Business Park zone in the eastern part of the centre and rezoning of this area to a mixture of B4 Mixed Use, R4 High Density Residential and R3 Medium Density Residential
- Rezoning of the extensive B3 Commercial Core zone in the middle and south of the centre to B4 Mixed Use and R4 High Density Residential, and the shifting of the B3 zone to a smaller area north-east of the core in place of the current B7 Business Park zone
- Rezoning of the B5 Business Development zone in the northern part of the centre to B4 Mixed Use and R4 High Density Residential
- Introduction of the B4 Mixed Use zone to the Liverpool part of the centre – for northern side of Bringelly Road and making permitted uses consistent across the B4 zone
- Expanding the range of activities permitted in the B4 Mixed Use and B5 Business Development zones to include creative industries
- Introduction of an R4 High Density Residential zone that prohibits low density forms of housing to prevent fragmentation and ensures intensity of activity, housing density and infrastructure feasibility are not compromised in the inner areas of the centre
- Allowing complementary and convenience activities within the R4 High Density Residential inner areas, including neighbourhood shops and cafes, child care centres and schools, community and cultural facilities and emergency services facilities and indoor recreation
- Expansion of the RE1 Public Recreation zone for larger open spaces, additional local parks and playing fields and new urban squares and plazas to provide for the population over the next 20 years
- Additional SP2 Infrastructure zoned sites for streets, transport and school infrastructure to service the additional resident population in addition to the local workforce
- Removal of the redundant and largely flood constrained RU6 Transition rural zone, mostly rezoned to RE1 zoned open space to meet increased recreational demands
- Rezoning of specific outer fringe areas to B5 Business Development to reflect current uses and expand the potential urban service and specialised retail uses
- Introduction of three levels of minimum commercial and active uses floor space ratio provision for mixed used development in the B4 Mixed Use zoned areas

Residential development is proposed to be provided for in three levels of land use zoning. The B4 Mixed Use zone to provide high-rise high-density apartment housing above retail, commercial and active uses, R4 High Density Residential to provide medium-high rise residential apartment buildings with intermittent convenience retail, and the R3 Medium Density Residential zoning to provide low-medium rise apartments, townhouses and terraces in the frame areas of the centre. It is expected that the proposed land use changes will support 10,500-11,000 dwellings by 2041, more than triple the previous 20 year dwellings forecasts under the current plans.

The B3 Commercial Core and B4 Mixed Use will provide the professional and retail services and associated employment within the core of Leppington Town Centre. B5 Business Development and IN2 Light Industrial are located on the fringes of the Town Centre, close enough to service the centre and with direct access to freight routes.

These zones will provide 121ha of employment lands. The employment space and jobs envisioned for the centre under the Western Sydney District Plan would be more likely to be realised, with much of this now planned to be part of mixed-use buildings.

### Density and Built Form Standards

A 'pyramid' approach has been adopted for the Leppington Town Centre for the purposes of planning of the intensity of activity, density of built form and concentration of facilities. The proposed floor space ratios (and associated building heights) generally fall into four density areas:

- Inner core area
- Outer core area
- Middle area
- Frame area

Proposed maximum FSR and resulting potential building heights are summarised below:

**Table 1: Proposed maximum FSR and potential building heights**

Density Area	Zones	Max. FSR Ranges	Potential building heights
Inner core area	B4 Mixed Use	4.5:1 (5.25:1 with bonuses)	18 to 28 storeys
Outer core areas	B3 Commercial Core	4.0:1 (4.25:1 with bonuses)	12 to 18 storeys
	B4 Mixed Use	3.5:1 (4.25:1 with bonuses)	12 to 22 storeys
	R4 High Density Residential	2.8:1 (3.3:1 with bonuses)	10 to 15 storeys
Middle areas	B4 Mixed Use	2.8:1 (3.55:1 with bonuses)	10 to 15 storeys
		2.5:1 (3.25:1 with bonuses)	10 to 12 storeys (50m max. in Liverpool LGA)
	R4 High Density Residential	2.8:1 (3.3:1 with bonuses) 2.5:1 (3.0:1 with bonuses)	8 to 12 storeys 6 to 8 storeys (30m max. in Liverpool LGA)
Frame areas	R3 Medium Density Residential	1.8:1 (2.3:1 with bonuses)	5 to 7 storeys
		1.5:1 (2:1 with bonuses)	3 to 5 storeys
		1.2:1 (1.7:1 with bonuses)	2 to 4 storeys (15m max. in Liverpool LGA)
	B5 Business Development	1.5:1	2 to 5 storeys
	IN2 Light Industrial	1.2:1	1 to 4 storeys

The revised approach to the Town Centre anticipates that FSR would be the primary control of building bulk, rather than building height limits.

Proposed maximum heights within the Liverpool LGA are intended to provide for a suitable level of capacity to reasonably accommodate the FSRs and potential bonus floor space. No maximum building height standards are proposed to be provided in the SEPP precinct plan for the main southern part of the Town Centre within the Camden LGA to allow for a high level of flexibility for the potential realisation of incentive bonus FSRs, desired tower form with smaller floorplates that allow light permeability between, built form variation in scale allowing design response to site context and rooftop structures and spaces.

It is noted that a building height strategy and building envelope controls are provided in the supporting draft Development Control Plan. Solar access controls are proposed to ensure that buildings are designed to maintain adequate levels of sunlight access to key open space areas.

A commercial and active uses floor space provision is proposed in the Leppington Town Centre B4 mixed use zone which refers to a map that identifies the minimum commercial and active uses Floor Space Ratio to be provided as part of mixed use development:

- 0.8:1 in the inner core area
- 0.4:1 in the outer core area
- 0.2:1 in the middle area

A number of standards have been revised, simplified and tailored to the particular circumstances of the strategic centre context and intended outcomes including minimum lot sizes (site areas) for residential development, minimum residential dwelling densities, increased space for small kiosk/cafes and increased days per year for temporary uses.

### Leppington Town Centre Local Provisions

A number of new local provisions are proposed to implement the revised planning and vision for the Leppington Town Centre. These new provisions are summarised below:

- **Active street frontages** provision requiring active uses (i.e. not residential accommodation) along ground floor street frontages in the centre core area.
- **Design excellence** provision that provides additional design assessment criteria, including material details, external appearance and heat resilient features, for residential flat buildings and all other buildings above 12m or 3 storeys.
- **Public realm excellence** provision which enables building lines for linear street plazas, and provision for semi-public spaces such as through-site pedestrian links, streetside linear plazas, town square edge colonnades.
- **Low carbon building incentive** provision to provide 0.25:1 bonus FSR as an incentive to achieve energy efficient buildings where the:
  - Office and retail/business parts are demonstrated by a qualified consultant report to have low energy emissions
  - Residential parts of buildings above 10 storeys achieve BASIX 20+ or BASIX 25+
- **Affordable community housing incentive** provision to provide incentive for the optional allocation of 3% of housing in a development to a community housing provider to be used for affordable rental housing for key workers and low to middle income earners in perpetuity, in return of a potential 0.25:1 and 0.5:1 bonus FSR in residential and mixed use zones respectively.

- **Minimum dwelling density** provisions are proposed to be retained, with requirements for housing densities of 40 dwellings per hectare in the R4 High Density Residential zone and 25 dwellings per hectare in the R3 Medium Density Residential zone.
- **Urban heat island** provision detailing matters for consideration in relation to mitigating urban heat, including green infrastructure, cool roofs, passive thermal performance, cool spaces, water in the landscape, cool paving, etc.

## 2013 Precinct Plan Impediments to Town Centre Development

The DPE announced a review into Leppington Town Centre in July 2017, in order to investigate the lack of significant uptake of commercial and residential development since the initial rezoning in 2013 via the former Sydney Region Growth Centres SEPP 2006. The original rezoning had anticipated approximately 3,000 dwellings over a 20 year period.

However, there was limited uptake in terms of the redevelopment of Leppington. The main impediments to development identified were:

- a high level of land fragmentation
- apparent lack of a lead developer to stimulate development
- limited access for development in some key sites
- lack of commercial sector interest in the B7 business park land use zone
- existing underlying land values and the implications for development feasibility

A review of recent development applications (under assessment or approved) across 5 sites within the Leppington Town Centre yield 1,831 dwellings. If this scale of development had been consistently applied throughout the site, in permitted residential zoning, the existing ILP would have had capacity for over 8,160 dwellings, exceeding 2013 projections.

The announcement by DPE in 2017 necessitated the review all aspects of the existing planning controls to ensure place making and economic considerations align. An amended ILP, *Growth Centres SEPP* and *Camden Growth Centre DCP – Appendix 2 Leppington Major Centre* controls were also required. The DPE therefore commissioned a number of draft specialist studies, including a design led masterplan.

These studies have considered the regional context of Leppington in regard to supporting Western Sydney Airport (WSA) and Aerotropolis and determined that Leppington Town Centre has the potential to deliver 10,500-11,000 dwellings, 156,000m<sup>2</sup> of gross leasable retail floorspace, 142,000m<sup>2</sup> of commercial, health, community and education floorspace and 160,000m<sup>2</sup> of commercial and industrial enterprise employment floorspace providing for up to 11,000 jobs by 2041.

The revised approach to the centre planning provides for increased mixed use and residential development, increased yield and greater certainty for investment through the introduction of floor space ratios with flexibility in height to achieve floor space bonuses for low carbon buildings and affordable community housing.



# Introduction

## Introduction

Leppington Town Centre is 440 hectares, is located 40km southwest of Sydney Central Business District (CBD) and spans parts of Camden and Liverpool Local Government Areas (LGAs). The planned Leppington Town Centre is located within the South West Growth Area (SWGA) and the Western City District. Leppington Town Centre has been identified as a Strategic Centre.

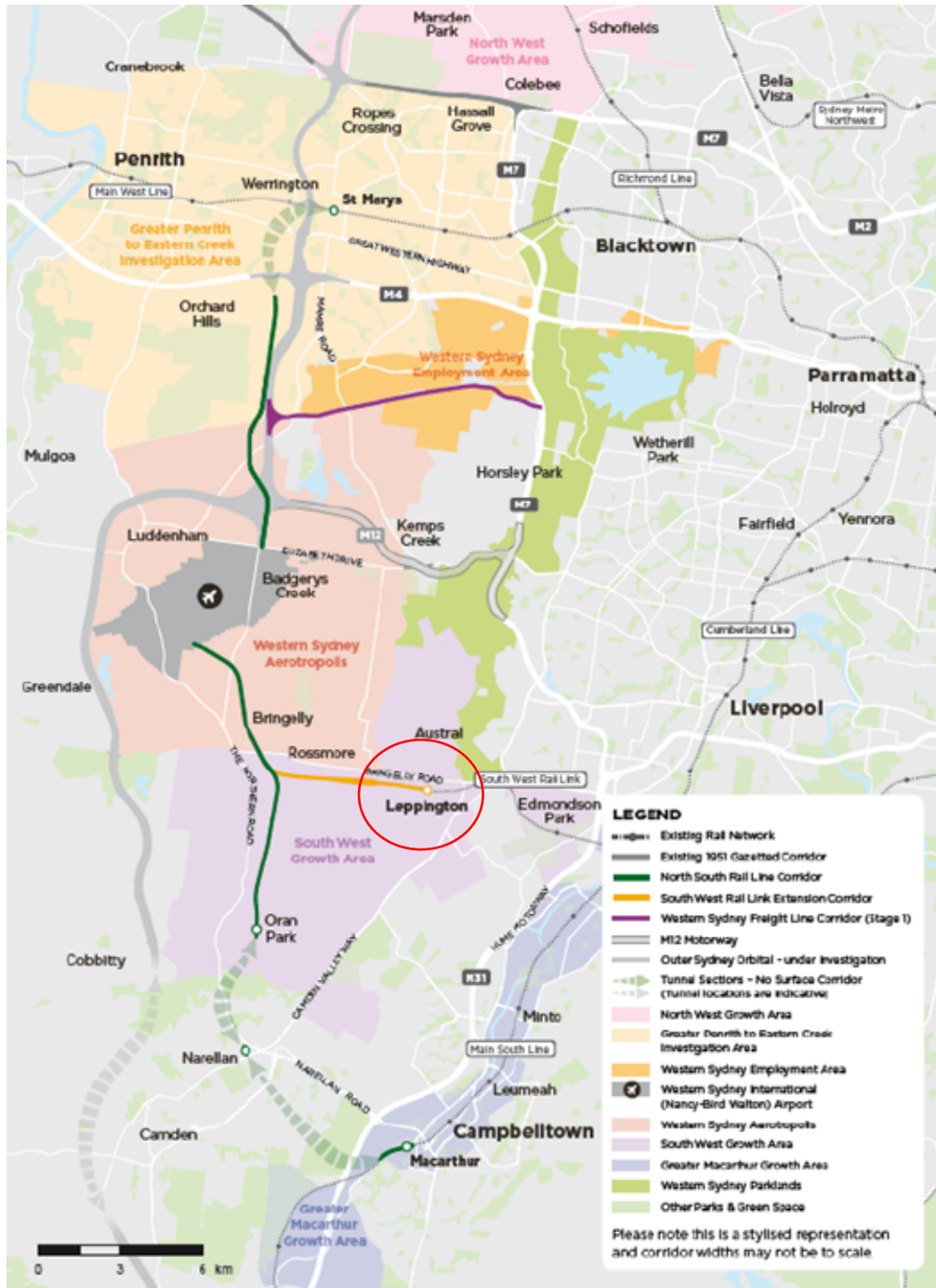


Figure 2: Leppington Town Centre – Regional Context

In 2018, Transport for NSW (TfNSW) completed the widening of Bringelly Road, increasing the number of lanes from 2 to 6, through Leppington Town Centre. Bringelly Road transects the North of the site, along the Camden and Liverpool LGA boundary and provides connections to Liverpool and the Western Sydney Airport (WSA). To the East, Cowpasture Road and Camden Valley Way provide connections from Bringelly Road to Narellan and Campbelltown. To the South, Ingleburn Road separates Leppington Town Centre from Leppington release area stages 1-5.

Several other key roads within Leppington Town Centre are currently Housing Acceleration Fund (HAF) / Special Infrastructure Contribution (SIC) funded and are in various stages of design. These roads include Rickard Road, Ingleburn Road, Dickson Road, Byron Road and Eastwood Road.

Leppington Train Station, which opened in 2015, is located in the town centre. The existing rail connects east to Liverpool and Parramatta and Sydney CBDs, with future proposed rail links west to the WSA and Aerotropolis. Leppington station is heavily utilised with most users living outside of Leppington.

On 30 June 2020, the NSW State Government confirmed the corridor for the South West Rail Line with Connectivity to WSA and Aerotropolis. This announcement reserves lands for the rail corridor that will connect Leppington with the WSA and Aerotropolis to the existing rail network.

The NSW Government, in partnership with TfNSW and Camden Council, recently completed a 1,000-space commuter car park at Leppington to support the needs the rail network passengers and commuters who previously had to park their vehicles up to 1km away from the station.



Figure 3: Leppington Town Centre Precinct Boundary

Prior to the rezoning in 2013, Leppington Town Centre comprised largely rural lands, with scattered patches of vegetation to the south of Bringelly road. Post rezoning, there was limited uptake in terms of the redevelopment of Leppington. The main impediments to development are considered to be:

- a high level of land fragmentation
- apparent lack of a lead developer to stimulate development
- limited access for development in some key sites
- lack of commercial sector interest in the B7 business park land use zone
- existing underlying land values and the implications for development feasibility

The limited development since the initial rezoning has preserved view lines to the creeks, the rolling hill landscape and patches of native vegetation. The site has maintained its rural land use under existing use rights applicable prior to 2013, rather than transitioning into the permitted urban zoning that currently applies to the site.

## Background

The Camden Council portion of the Leppington Town Centre contains 181 parcels of land owned by 123 unique landowners or state agencies. 53 ha of the precinct are Government land holdings and the largest private holding is 28 ha. The Liverpool City Council portion of the Leppington Town Centre contains 193 parcels of land owned by 169 unique landowners or state agencies. State agencies hold 2.62ha of land and the largest private holding is 8.5ha.

In November 2019, the Department of Planning and Environment (DPE) announced that Leppington Town Centre would be a Council-led rezoning review. Council has since established an approval pathway and conducted a gap analysis of supporting reports and studies for LTC.

As a result of the gap analysis, additional studies were commissioned and are further discussed in **Part 3** of this Planning Proposal. These studies were required to understand local and regional aspects of the housing market demand and the retail and employment demand for Leppington Town Centre.

The Indicative Layout Plan (ILP) was initially drafted as a result of the Urban Design Report, and further modified to be consistent with advice and recommendations from specialist studies. The proposed draft ILP is informed proposed amendments to the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP)* and the *Growth Centres Development Control Plan – Appendix 2 – Leppington Major Centre*.

## Western Sydney Airport and Aerotropolis

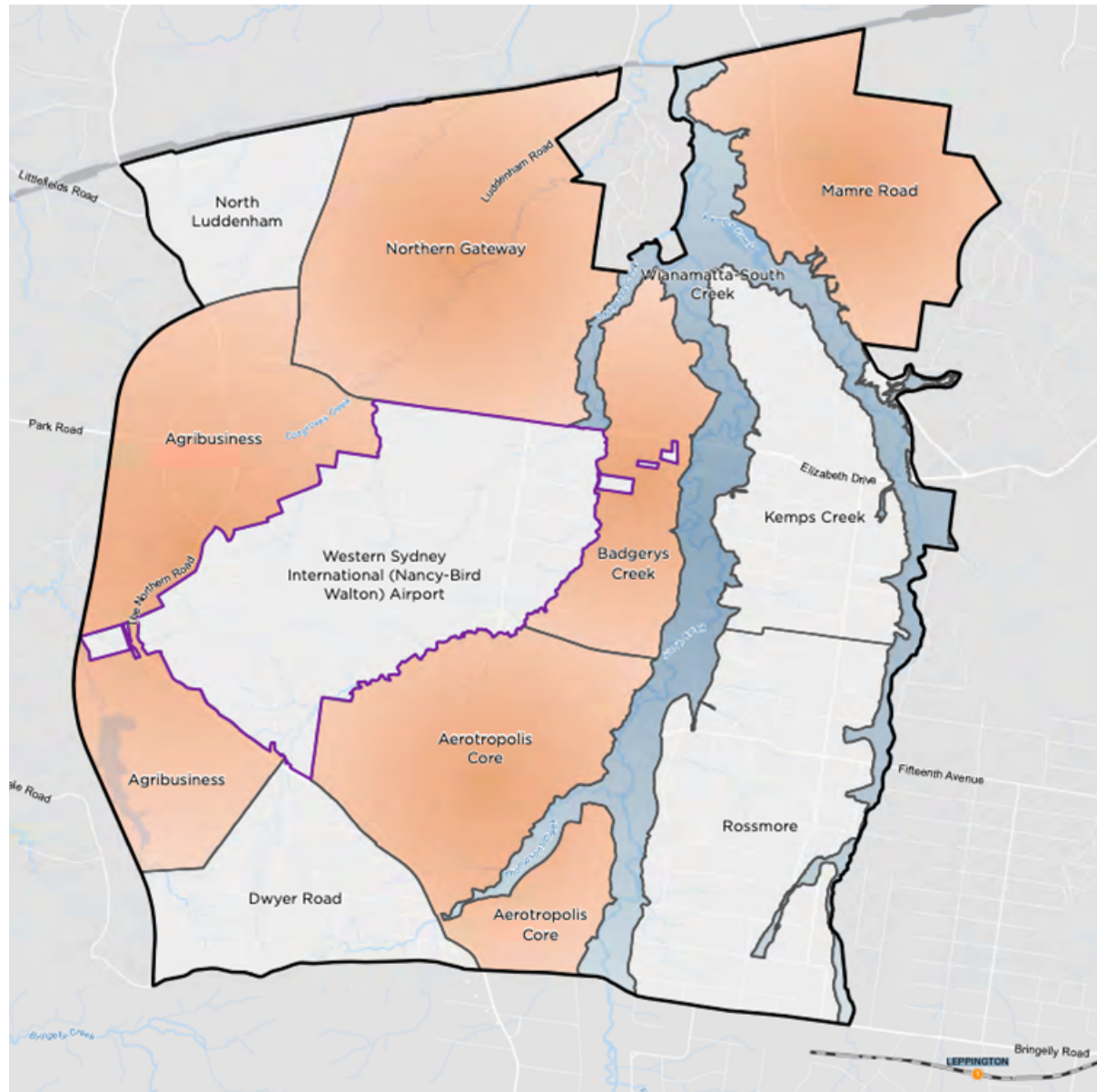
In 2014, the Federal Government announced a commitment to deliver the WSA at Badgerys Creek with early earthworks commencing in September 2018, and operation is expected to begin in 2026. The airport is expected to support approximately 28,000 jobs directly and indirectly by 2031, acting as a catalyst for growth in the Western Sydney Parklands District.

The State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Aerotropolis SEPP) commenced on 1 October 2020 to facilitate development in the WSA, in accordance with the WSA Plan. The Aerotropolis SEPP includes five land uses zones: Enterprise, Agribusiness, Mixed Use, SP2 Infrastructure and Environment and Recreation. The Aerotropolis SEPP includes maps which identify the exact locations of future infrastructure corridors.



The Aerotropolis will consist of ten precincts. Six precincts were the focus of initial precinct planning consist of: Aerotropolis Core, Agribusiness, Badgerys Creek, Mamre Road, Northern Gateway and Wianamatta-South Creek. The four precincts of Dwyer Road, Kemps Creek, North Luddenham and Rossmore will follow. These precincts are shown below.

The new Aerotropolis SEPP will apply to the 11,200ha area surrounding the Airport except for the Mamre Road Precinct, which has been zoned under State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP). The SEPP also protects airport operations beyond the Aerotropolis through the incorporation of relevant airport safeguarding controls.



**Figure 4: Aerotropolis Precincts**

The vision for the Aerotropolis is to accommodate high value jobs closer to where people live. The Aerotropolis will be an accessible, innovative 24-hour metropolitan centre, connected globally, nationally, locally and digitally.

Leppington Town Centre is located in the SWGA, approximately 2km south east of the Aerotropolis boundary, so will not be subject to the provisions of the Aerotropolis SEPP. However, the proposed South West Rail Link extension will form a key link between the Aerotropolis and Leppington. Consequently, it is anticipated that Leppington Town Centre is well located to support the WSA and Aerotropolis in terms of housing and employment.

The WSA Plan 2020 identifies the future transport corridor, which will link Leppington Town Centre and the Aerotropolis, as shown below.

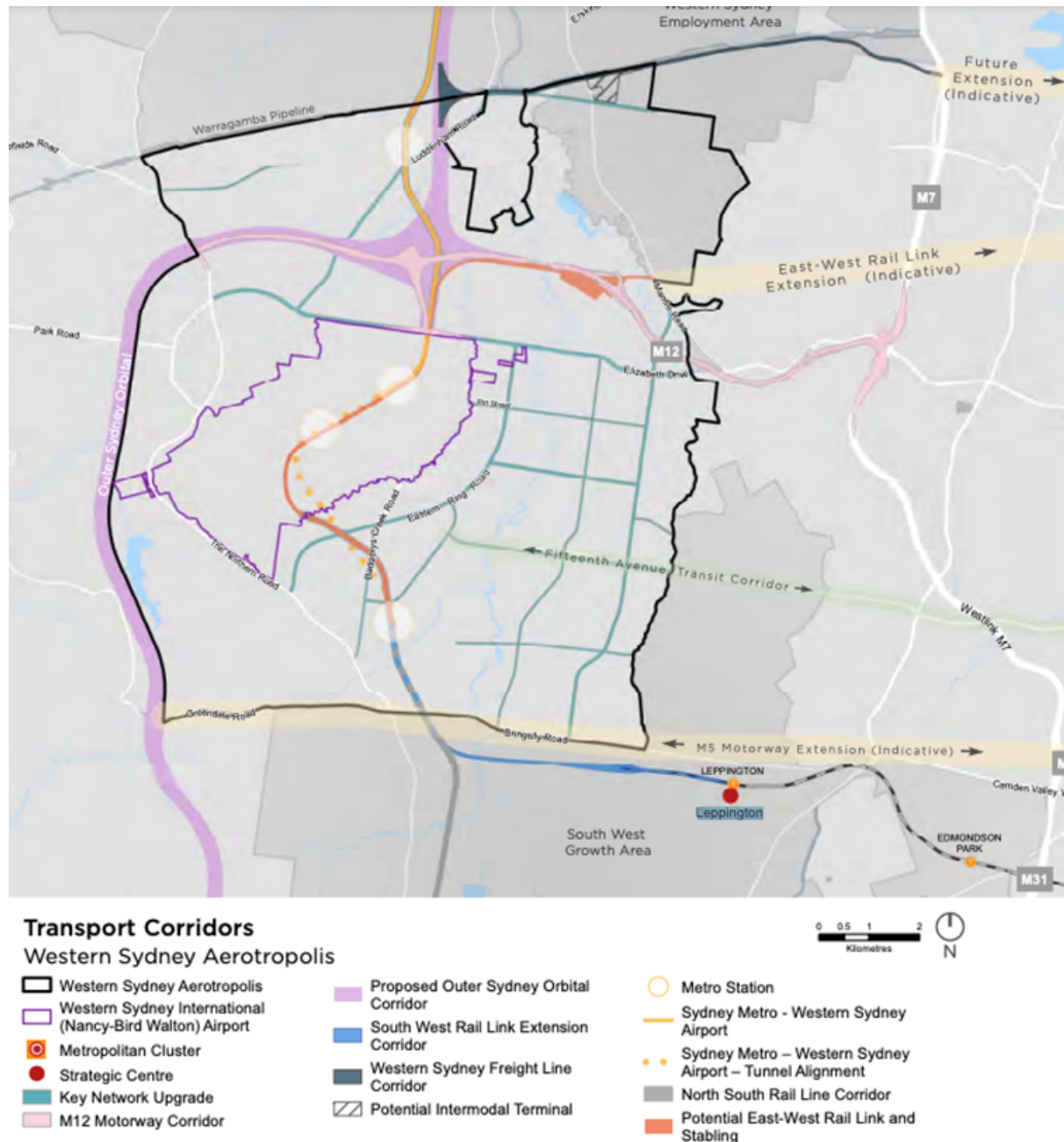


Figure 5: Transport Corridors

The Draft Western Parkland City Blueprint puts forward the next set of short and medium term priorities for government investment for the Western Parkland City. The Draft Blueprint has

analysed the gaps in services and infrastructure, the pipeline of future projects identified for investigation and the opportunities for government action.

The NSW Government established the Western Parkland City Authority (WPCA) to coordinate infrastructure, attract investment and deliver the Bradfield City Centre. The WPCA will guide the growth and investment of the Parkland City. Through the draft Blueprint, the WPCA sets out the infrastructure priorities that will deliver the vision for the Parkland City.

The next set of critical projects required are as follows:

- Complete investigations to prioritise a rail connection between Bradfield City Centre and Leppington, linking Bradfield City Centre to Glenfield and Liverpool by 2031.
- Deliver road packages, utilities and digital infrastructure and rapid and frequent buses for the Aerotropolis, South West, Greater Macarthur and Wilton Growth Areas.
- Establish new parks in the Thompsons Creek and South Creek corridors and provide additional open space throughout the Western Parkland City.
- Drive investment attraction and innovation with a strong and predictable infrastructure pipeline, improved capability in advanced manufacturing and cyber security, integrated skills pathways with industry and enhanced health and education precincts.
- Progress towards net zero emissions by 2050.

Engagement with the eight Western Parkland Councils of Hawkesbury, Blue Mountains, Penrith, Fairfield, Liverpool, Camden, Wollondilly and Campbelltown has provided initial input into the preparation of the draft Blueprint.

# Part 1 – Vision

## Objectives and Intended Outcomes



## Part 1 – Vision, Objectives & Intended Outcomes

### 1.1 Vision for the Leppington Town Centre

The vision for Leppington Town Centre has changed. Over the next 20 years, the strategic centre planned around Leppington rail station will grow into a regionally significant transit-oriented centre providing the major civic, cultural, recreational, retail and business service functions for the South West Growth Area. The nearby Aerotropolis will take on the major business and industrial enterprise focus and Leppington Town Centre will now become a more mixed use, urban living and service centre for the surrounding district. It will become home to over 25,000 people who will love this place.

*This is the new Vision for Leppington Town Centre...*

#### **Active and people focussed**

The vision for the Leppington Town Centre is for it to become a major new strategic centre within the Western Parkland City of Sydney. In close proximity to the Western Sydney Aerotropolis and with a rail station providing direct access to Liverpool and Sydney CBD, Leppington Town Centre will be a people and lifestyle focused place, transit oriented and highly convenient with major shopping, cultural and recreation facilities. It will have a multiple education and health facilities, as well as convenient industrial and urban services space on its fringe to meet the needs of its local community.

#### **A green urban centre**

A public domain green network will be focused on the existing natural creek-lines and be connected to the main Town Centre Core and Railway Station. The built form will be high quality with a range of densities and building heights increasing with proximity to the Centre and Rail Station. Streets, public and private open spaces will be lined with green tree canopy and have cool outdoor spaces. Leppington will be resilient to urban heat and known for its highly sustainable buildings, spaces and lifestyle.

#### **Convenient and connected**

As a strategic centre in the Western Parkland City, Leppington Town Centre will provide much needed homes, jobs, services and a civic hub with high frequency trains and rapid bus to Bradfield in the Aerotropolis, to Liverpool CBD and to greater Sydney, complementing the concept of a 30-minute city. Convenience is never far away with fine grain retail, eat streets, entertainment and excellent transport connections to the rail station at the heart of the centre, and the surrounding area. The range of active transport options through permeable streets and spaces will be a key feature of Leppington, providing access from the outer areas to the centre core. Services, schools, community education and cultural activities will be all within walking distance and people of all ages will feel safe riding bikes through leafy streets on a network of separated cycleways within a 10-minute neighbourhood.

#### **A well-designed built environment**

The centre will be known as a smart and innovative city with architecturally designed, sustainable and diverse buildings that open to a vibrant public domain. Streets of varying nature and function will be leafy, human scaled and lined with active and engaging building frontages. A linear high street is planned with fine grain retail and entertainment activated by eat streets, parks and

plazas with events and interactive public art including Indigenous art. Active and engaging street frontages offer access throughout the town centre for cyclists and pedestrians while also creating a sense of place. Above street level, rooftop spaces with shared views to cityscapes and landscapes will act as places to relax and connect with others.

### **Complementary to its natural environment**

The built environment is to be complemented by a local open space network focused on three restored and enhanced natural creeks (Kemps, Scalabrini and Bonds Creeks). Urban plazas, parks, sports fields, bush reserves and walking trails will connect kilometres of local open space to the Western Sydney Parklands and the regional open space network creating a green grid. Streets, planned in detail will provide desirable tree planting of indigenous tree species and an environmental function, as well as their transport function.

## **1.2 Objectives**

The objective is to introduce new planning provisions for the Leppington Town Centre, including land zoning, principal development standards and local provisions, to facilitate the development of the Strategic Centre for a mixture of employment, residential, commercial, recreation, medical, education, community and other services for the district.

The purpose of this proposal is to revise and amend the Western Parkland City SEPP (formerly Growth Centres SEPP) land use zones, planning provisions and maps for the Leppington Town Centre, creating a new Precinct Plan for this strategic growth centre to achieve the following objectives:

- to facilitate 11,000 jobs and 10,500 dwellings over the next 20 years that more accurately reflect Leppington Town Centres role as a strategic centre for living and services in proximity to the WSA and Aerotropolis, consistent with direction from the Greater Sydney Region Plan and Western City District Plan.
- to ensure development feasibility and overcome issues that have prevented development including redundant land use zoning, land ownership, and lack of infrastructure and amenity by rezoning land for greater mixed use and supporting infrastructure, introducing floor space provisions, increasing density and scale in the core and middle areas of the centre and implementing clearer planning controls.
- to ensure an ongoing coordinated approach to Leppington Town Centre as one place by removing it from Appendix 4 (Liverpool Growth Centres Precinct Plan) and Appendix 5 (Camden Growth Centres Precinct Plan) of the Western Parkland City SEPP (formerly Growth Centres SEPP) and placing it within a new Leppington Town Centre Precinct Plan.
- to revise the existing Leppington Town Centre mapping within the Growth Centres SEPP consistent with the draft Indicative Layout Plan to implement planning review and the findings of the various economic, social and urban design studies.
- to introduce floor space ratio controls and provisions with floor space incentives for delivery of desirable outcomes, providing clearer expectations for viable development and greater design flexibility for taller, slimmer towers and within building envelopes.
- to implement a 'pyramid' approach to the intensity of uses, density and building heights transitioning from the fringe to the inner core and reflecting the location in proximity to the train station, planned town squares and activity nodes and retail service concentrations

- to increase building densities and heights in the core and middle areas of the Leppington Town Centre for urban form which enables flexibility for floor space ratios and potential incentive bonuses to be achieved within varied built forms that have space between towers and to ensure that the urban structure reflects the function and position within the centre.
- to facilitate the development of a low carbon precinct consistent with direction from the Greater Sydney Region Plan and Camden Local Strategic Planning Statement (LSPS) priorities.
- to further support the planning objectives and provisions of the proposed Western Parkland City SEPP Precinct Plan for the Leppington Town Centre by amending the Growth Centres DCP – Schedule 2 – Leppington Major Centre.
- to give effect to the Sydney Region, Western City District plans and LSPS visions for Leppington Town Centre as a strategic centre, in accord with the Environmental Planning and Assessment Act 1979 (EP&A Act).

The current aims of the Camden and Liverpool Precinct Plans that apply to the Leppington Town Centre under the Western Parkland City SEPP 2021 (formerly Growth Centres SEPP 2006) are as follows—

- a) to make development controls that will ensure the creation of quality environments and good design outcomes,
- b) to protect and enhance environmentally sensitive natural areas and cultural heritage,
- c) to provide for recreational opportunities,
- d) to provide for multifunctional and innovative development that encourages employment and economic growth,
- e) to promote housing choice and affordability,
- f) to provide for sustainable development,
- g) to promote pedestrian and vehicle connectivity,
- h) to minimise the impact on existing and future communities of the full range of risks posed by natural hazards such as bushfires and flooding.

These aims continue to be relevant for the Leppington Town Centre under this proposal.

This planning proposal and draft Western Parkland City SEPP Precinct Plan for the Leppington Town Centre are supported by a new draft Development Control Plan for Leppington Town Centre, to amend the Camden and Liverpool Growth Centre DCPs.

### 1.3 Intended Outcomes

The following were identified as critical outcomes for the review of planning for the Leppington Town Centre:

1. Feasibility for delivery of housing, jobs and services for the Western Parkland City District
2. Strategic centre scale, density, role and character aligning with location and infrastructure
3. Sustainable urban centre with expansive tree canopy and quality landscapes

4. Intense inner core and transition in densities and scale to fringe to reinforce access
5. Concentration of commercial and active ground floor space in the core
6. Multiple activity nodes at destinations and key movement intersections
7. East-west green links to north-south riparian open space corridors for health and wellbeing, and ensuring a regionally connected open space network
8. Streets as spaces for people and activity, as well as movement
9. Active transport connections from the core and station to medium density fringes
10. Well-designed buildings with engaging street interfaces and a street level design focus

The outcomes envisioned for the Leppington Town Centre, the new strategic centre enabled by this planning proposal, are summarised as follows:

- Over 10,500 new homes over the next 20 years and capacity for more than 30,000 homes in the longer term
- Over 150,000m<sup>2</sup> of gross leasable retail floorspace including regional retail anchors and major cultural and entertainment space by 2041
- Over 280,000m<sup>2</sup> of commercial, health, education and industrial enterprise employment floor space by 2041
- Over 11,000 jobs and services for people living in the centre and surrounding District growth area between the Western Sydney Parklands and the Aerotropolis
- New public open spaces including town squares north and south of the rail station, green corridors and local parks
- New urban streets and public domain, ranging from town centre streets to local streets, privately maintained plazas, pedestrian laneways and through site links
- A new high school, new selective high school, new primary school, and expansion of Leppington Primary School
- Mixed-use development with retail and commercial office space concentrated in the centre core
- An urban centre environment with high rise buildings ranging between 12 and 28 storeys in the centre core, and scaling down to mid-rise and low-rise in the frame area fringe
- A highly sustainable and heat-resilient urban environment with a diversity of housing size and affordability

## 1.4 Principles

### Land Use Planning Principles

The planning proposal applies sound and tested urban planning and design principles. The zones, planned distribution of space and activity throughout Leppington Town Centre under proposal and the accompanying draft Development Control Plan are based on the following land use principles:

- a) Enable a wide range of activities and opportunities available in centres

- b) Concentrate residential density in mixed-use areas accessible to transport and services
- c) Collocate compatible uses for multi-destination trips, efficiency and innovation benefits
- d) Mix land uses and density to create high levels of activity, vibrancy and experiences
- e) Reinforce the role of the centre through form, function and intensity of land use and services
- f) Leverage public transport, road infrastructure, and viable residential development to deliver commercial, cultural and services space for employment generating activities
- g) Respond to unique constraints and opportunities, including existing subdivision and ownership patterns
- h) Plan and prioritise development in stages over the shorter and longer term for economic and sustainable growth
- i) Ensure land uses, built form and spaces are consistent with community needs and vision for places

### Urban Design Principles

The proposed built form controls and local provisions are based on sound urban design principles identified in the 'Designing Leppington' urban design framework and summarised as:

- Serviced, Vibrant, Affordable, Protected, and Community Focussed **Land Use**
- Permeable, Legible, Accessible, Safe and Convenient **Streets and Networks**
- Compact, Defined, Multifunctional, Interesting and Cohesive **Urban Form**
- Diverse, Interconnected, Active and Attractive **Public Spaces**
- Sustainable, Resilient, Safe and Sensitive **Urban Environment**
- Planned, Sequenced, Multipurpose and Collocated **Infrastructure**

### Environmentally Sustainable Design Principles

The planning proposal envisages Leppington Town Centre as a low carbon precinct, a sustainable and heat resilient city of future. A floor space bonus is proposed as incentive to achieve a higher standard of thermal energy efficiency than the minimum BASIX requirements. The proposal introduces urban heat island considerations, supported by a draft DCP with controls for deep soil zones, canopy tree plantings, awnings and cool roofs to address urban heat.

The proposed approach to this new urban centre precinct is appropriate, feasible and consistent with the Environmentally Sustainable Development principles of:

- Optimising site and place potential
- Minimising non-renewable energy consumption
- Preferencing environmentally sustainable products
- Protecting and conserving water
- Enhancing indoor and outdoor environmental quality
- Optimising on-going operational and maintenance practices



# Part 2 – Explanation

of proposed provisions

## Part 2 – Explanation of Proposed Provisions

### 2.1 Growth Centres SEPP – Appendix 16 Leppington Town Centre

Currently the land use zoning and planning provisions for the Leppington Town Centre fall under two different precinct plans within the State Environmental Planning Policy – Precincts – Western City Parkland Sydney Region Growth Centres 2021 (formerly Growth Centres SEPP 2006). This Planning Proposal proposes to amend the Western Parkland City SEPP to remove Leppington Town Centre from Appendix 4 (Liverpool Growth Centres Precinct) and Appendix 5 (Camden Growth Centres Precinct) and introduce a new separate section (likely to be Appendix 16) specifically for the Leppington Town Centre Precinct.

The proposal adopts the two current precinct plans (which are similar in structure and content) as a base and proposes changes and new provisions to implement the revised planning for the Leppington Town Centre.

A draft precinct plan detailing proposed planning provisions (sections and schedules) is provided at **Appendix 1**. Additions and changes to the current planning provisions are identified in red text or red headings in the case of new sections. A number of provisions or requirements in the current Camden and Liverpool Precinct Plans are not relevant to the Leppington Town Centre (e.g. as standards for zones which are not present in the Town Centre) and as such these provisions have not been included. The land use zoning and many of the development standards are mapped. Proposed Precinct Plan maps are provided at **Appendix 2**.

### 2.2 Summary of Key Planning Changes

A summary and explanation of the key changes proposed for the Leppington Town Centre is provided below.

#### Zones and Land Use

The proposal makes a number of land use and zoning changes to the Leppington Town Centre, in-line with the Market Demand Analysis recommendations and recognising the changed role for the planned Leppington Town Centre, in response to the Aerotropolis plans to provide the substantial enterprise and employment zones for the Western District around the new airport.

The plans for Leppington would shift from a largely employment zoned business and industrial centre with pockets of separated medium density residential zones to a highly integrated mixed-use centre with a focus on residential living and provision of cultural and recreational facilities, as well as major retail and government services for the surrounding areas. The employment space and jobs envisioned for the centre under the Western Sydney District Plan would be more likely to be realised, with much of this now planned to be part of mixed use buildings.

The following is a summary of the key zoning and land use changes proposed:

- Deletion of the redundant B7 Business Park zone in the eastern part of the centre and rezoning of this area to a mixture of B4 Mixed Use, R4 High Density Residential and R3 Medium Density Residential
- Rezoning of the extensive B3 Commercial Core zone in the middle and south of the centre to B4 Mixed Use and R4 High Density Residential, and the shifting of the B3

zone to a smaller area north-east of the core in place of the current B7 Business Park zone

- Rezoning of the B5 Business Development zone in the northern part of the centre to B4 Mixed Use and R4 High Density Residential
- Introduction of the B4 Mixed Use zone to the Liverpool part of the centre – located on the northern side of Bringelly Road and making permitted uses consistent across the B4 zone, permitting all forms of commercial premises, active uses and tourist and visitor accommodation, as well as residential apartments as part of mixed developments
- Expanding the range of activities permitted in the B4 Mixed Use and B5 Business Development zones to include creative industries such as artists' studios, recording studios, and craft maker spaces, as well as high technology industries and artisan food and drink industries in the B5 Business Development zone
- Introduction of an R4 High Density Residential zone that prohibits low density forms of housing to prevent fragmentation and ensures intensity of activity, housing density and infrastructure feasibility are not compromised in the inner areas of the centre – to apply to outer core and middle areas with higher dwelling densities
- Allowing complementary and convenience activities within the R4 High Density Residential inner areas surrounding the main centre, including neighbourhood shops and cafes, child care centres and schools, community and cultural facilities and emergency services facilities and indoor recreation
- Expansion of the RE1 Public Recreation zone for larger open spaces, additional local parks and playing fields and new urban squares and plazas to provide for the needs of a higher resident population over the next 20 years
- Additional SP2 Infrastructure zoned sites for streets, transport and school infrastructure to service the additional resident population in addition to the local workforce
- Removal of the redundant and largely flood constrained RU6 Transition rural zone, mostly rezoned to RE1 zoned open space to meet increased recreational demands
- Rezoning of specific outer fringe areas to B5 Business Development to reflect current uses and expand the potential urban service and specialised retail uses

### Residential Housing

Residential development is proposed to be provided for in three levels of land use zoning. The B4 Mixed Use zone to provide high-rise high-density apartment housing above retail, commercial and active uses, R4 High Density Residential to provide medium-high rise residential apartment buildings with intermittent convenience retail, food and recreation at street level, and the R3 Medium Density Residential zoning to provide low-medium rise apartments, townhouses and terraces in the frame areas of the centre.

The B4 Mixed Use zone within Leppington Town Centre is highly suitable for shop top housing and mixed-use commercial and residential development. Given permissibility of residential flat buildings, provision has been made for a minimum allocation of commercial space across the B4 Mixed Use zone to ensure the desired commercial activity and amenity within the town centre. Permitted uses within the B4 Mixed Use Zone include serviced apartments, health services, and commercial and retail premises.

This approach is reflective of contemporary market preferences toward urbanised centres and is expected to deliver more employment floor space and jobs in Leppington Town Centre precinct over the next 20 years than the previous business park model approach. It leverages the residential component to provide the commercial and active uses floorspace in the centre. Feasibility for the residential and non-residential floorspace is confirmed by testing as part of the Market Demand Analysis Report prepared by Hill PDA.

The R4 High Density Residential zoning is primarily applied to achieve apartment buildings in the middle areas of the centre close to the core of Leppington Town Centre and within a short walk of the station. This zone is generally applied to the town centre core where proximity to public amenity is at its greatest. It is anticipated that this zoning will facilitate residential apartment buildings in a variety of forms including a limited number of landmark buildings. Additional uses that may also occur within this zone would include Centre based child care facilities, multi-dwelling houses and neighbourhood shops.

The R3 Medium Density Residential zoning is applied to the outer frame areas of the centre to achieve garden block apartments of varying heights, terrace style housing and multi dwelling housing, with limited non-residential opportunities. Other notable uses that may also occur within this zone include seniors housing, child care centres and community facilities.

It is expected that the proposed land use changes will support 10,500-11,000 new dwellings over the next 20 years to 2041. That is triple the previous dwelling forecast for Leppington under the current zones and land use planning. The dwelling capacity of the centre is increased to over 30,000 and as such Leppington would be expected to house more than 11,000 dwellings in the longer term, depending on the extent to which optional bonus incentive provisions are taken-up.

### **Employment and Services**

The B3 Commercial Core and B4 Mixed Use will provide the professional and retail services and associated employment within the core of Leppington Town Centre. To the north-east of Leppington station will be a commercial and civic core with health, justice, education and community services with supporting professional services nearby. To the north-west and south of Leppington station will be a broad range of retail and commercial activity that will support the local resident population of the town centre and the surrounding suburbs. These will be in mixed use environments, consistent with a Strategic Centre CBD core that benefits from the economies of agglomeration.

B5 Business Development and IN2 Light Industrial are located on the fringes of the town centre to reduce pedestrian conflict with heavy vehicle movements associated with these land uses, but close enough to service the centre. Locating these zones on the fringe also provides direct access to freight routes. B5 Business Development zones are positioned along high exposure corridors.

These zones will provide 121ha of employment lands that will accommodate a range of industrial enterprises and businesses for local and regional benefit.

### **Density and Built Form**

A 'pyramid' approach has been adopted for the Leppington Town Centre for the purposes of planning of the intensity of activity, density of built form and concentration of facilities. The highest densities and concentrations of active and commercial floor spaces are focussed on the station and proposed town squares immediately north and south of the station. The densities taper down to the edges of the Centre, which aligns with feasibility advice received and underlying property values.

The proposed floor space ratios and corresponding building heights generally fall into four density areas:

- Inner core area
- Outer core area
- Middle area
- Frame area

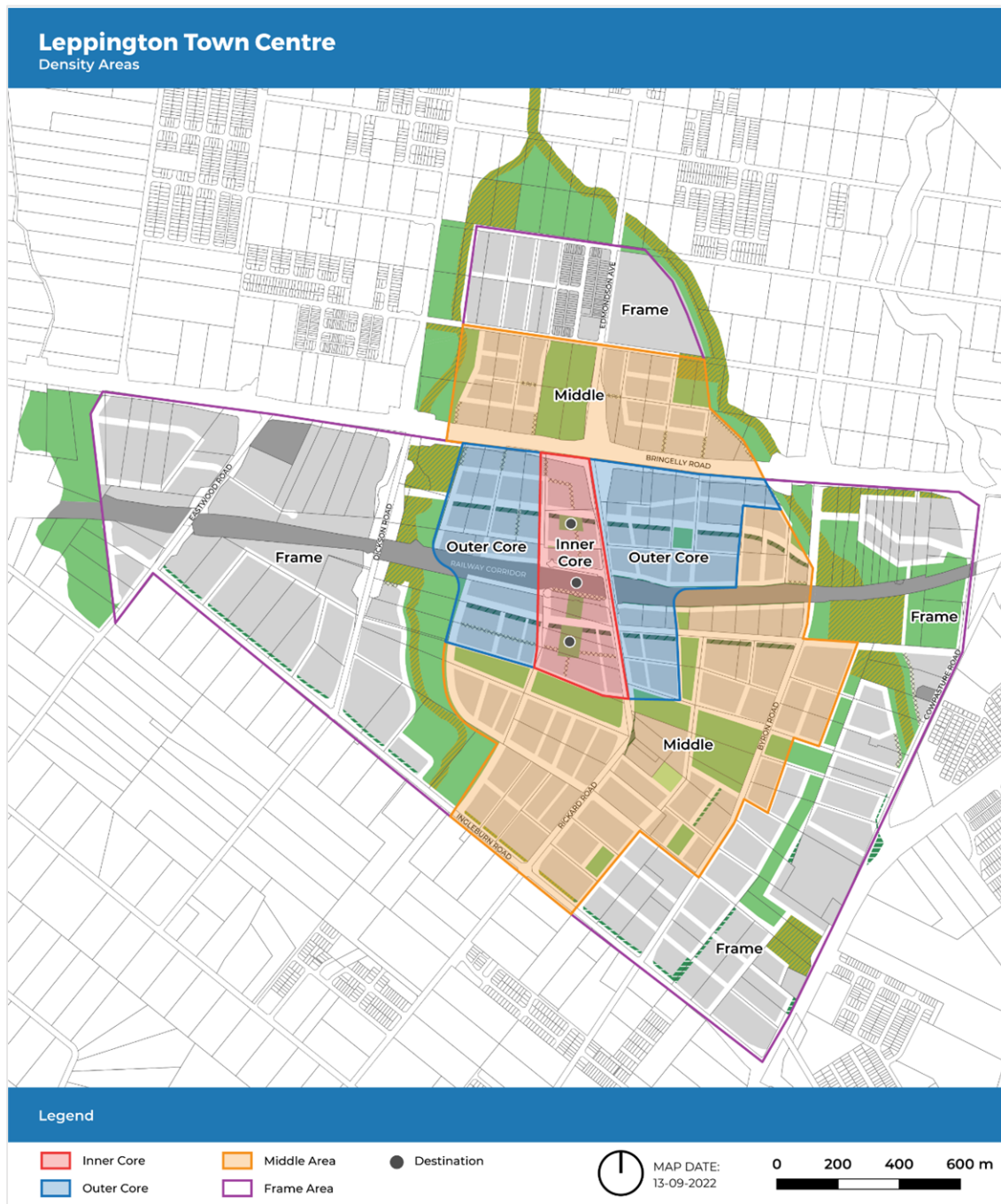


Figure 6: Leppington Town Centre Density Areas



Increased floor space ratios as shown in the draft maps, and the associated potential buildings heights, are proposed generally as follows:

**Table 2: Proposed maximum FSR and potential building heights**

Density Area	Zones	Max. FSR Ranges	Potential building heights
Inner core area	B4 Mixed Use	4.5:1 (5.25:1 with bonuses)	18 to 28 storeys
Outer core areas	B3 Commercial Core	4.0:1 (4.25:1 with bonuses)	12 to 18 storeys
	B4 Mixed Use	3.5:1 (4.25:1 with bonuses)	12 to 22 storeys
	R4 High Density Residential	2.8:1 (3.3:1 with bonuses)	10 to 15 storeys
Middle areas	B4 Mixed Use	2.8:1 (3.55:1 with bonuses)	10 to 15 storeys
		2.5:1 (3.25:1 with bonuses)	10 to 12 storeys (50m max. in Liverpool LGA)
Frame areas	R3 Medium Density Residential	2.8:1 (3.3:1 with bonuses)	8 to 12 storeys
		2.5:1 (3.0:1 with bonuses)	6 to 8 storeys (30m max. in Liverpool LGA)
		1.8:1 (2.3:1 with bonuses)	5 to 7 storeys
	B5 Business Development	1.5:1	3 to 5 storeys
		1.2:1 (1.7:1 with bonuses)	2 to 4 storeys (15m max. in Liverpool LGA)
	IN2 Light Industrial	1.2:1	1 to 4 storeys

Minimum dwelling density provisions have been removed from the Camden LGA portion of the centre. The minimum residential dwelling density is proposed to increase to 40 dwellings per hectare in R4 High Density Residential zoned areas in the Liverpool LGA portion of the centre. A minimum residential dwelling density of 25 dwellings per hectare will continue to apply to R3 Medium Density Residential zones in the Frame areas of the Liverpool LGA to reflect the range of dwelling types permitted, including lower density forms of housing including semi-detached (dual occupancy) dwellings and detached dwelling houses.

Maximum building heights and equivalent number of storeys for the Liverpool LGA part of the Town Centre are as follows:

**Table 3: Proposed maximum building heights in Liverpool LGA**

Density Area	Zones	Max. Height of Buildings	Equivalent number of storeys
Middle areas	B4 Mixed Use	50m	14 storeys
	R4 High Density Residential	30m	8 storeys
Frame areas	R3 Medium Density Residential	15m	4 storeys

The revised approach to the Town Centre anticipates that FSR would be the primary control of building bulk, rather than building height limits, subject to appropriate overshadowing, massing and setbacks.

Proposed maximum and potential heights are intended to provide for a high level of flexibility, particularly in the centre core areas, for:

- The potential realisation of multiple incentive bonus FSRs
- Medium-high rise tower form with smaller floorplates that allow light permeability between structures
- Built form variation in scale allowing design response to site context
- Rooftop structures and spaces for communal facilities, or terraces bars and restaurants

#### **Floor space for commercial and active uses**

Minimum commercial and active uses FSRs are proposed for mixed use development in the B4 Mixed Use zone, varying according to the location in the Town Centre and proximity to the heart of activity:

- Inner core area - minimum 0.8:1 (equivalent of ground and first floor levels)
- Outer core area - minimum 0.4:1 (equivalent of ground floor level)
- Middle area - minimum 0.2:1 (equivalent of part of ground floor level)

The provision will ensure a minimum non-residential/tourist accommodation floor space is provided as part of any mixed use development containing residential or tourist and visitor accommodation. This is essential for the strategic role of the centre and will ensure that space for services, facilities and employment will be provided at the same time and housing for residents.

Commercial and active uses includes a wide range of uses which generate activity, employment and services: retail premises, food and drink premises, business premises, office premises, entertainment facilities, amusement centres, information and education facilities, indoor recreation facilities, health services facilities, education facilities, child care facilities, artisan food

and drink premises industries, creative industries, high technology industries, function centres and registered clubs.

### Standards tailored to strategic centre

A number of standards have been revised, simplified and tailored to the particular circumstances of the strategic centre context and intended outcomes. These include:

- The minimum lot sizes (site areas) for residential development in the B4 Mixed Use, R4 High Density Residential and R3 Medium Density Residential zones: 1,500m<sup>2</sup> for residential flat buildings and mixed used development with apartments, 1,000m<sup>2</sup> for multi dwelling housing and attached dwellings in the R3 zone, and 400m<sup>2</sup> for dual occupancies and 300m<sup>2</sup> for dwelling houses in the R3 zone.
- Increased maximum size of kiosks to 100m<sup>2</sup> to allow for small cafes and food shops in residential zones, similarly to neighbourhood shop convenience stores.
- Increased temporary uses to up to 180 days per year to enable approval for regular events and activities in the Town Centre.

## 2.3 New Leppington Town Centre Local Provisions

New and amended local provisions for Leppington Town Centre are summarised below:

- **Active street frontages** provision requiring active uses (i.e. not residential accommodation) along ground floor street frontages in the centre core area.
- **Design excellence** provision that provides additional design assessment criteria, including material details, external appearance and heat resilient features, for residential flat buildings and all other buildings above 12m or 3 storeys.
- **Public realm excellence incentive** provision which provides building lines for linear street plazas, and requirements for consideration of semi-public spaces such as through-site pedestrian links, streetside linear plazas, town square edge colonnades.
- **Low carbon building incentive** provision to provide 0.25:1 bonus FSR as an incentive to achieve energy efficient buildings where the:
  - Office and retail/business parts are demonstrated by a qualified consultant report to have low energy emissions (less than 63.8kgCO<sub>2</sub> and 52.8kgCO<sub>2</sub> per m<sup>2</sup>/annum)
  - Residential parts of buildings above 10 storeys achieve BASIX 20+ or BASIX 25+ (depending on the height of the building)
- **Affordable community housing incentive** provision to provide incentive for the optional allocation of 3% of a housing in a development to a community housing provider to be used for affordable rental housing for key workers and low to middle income earners in perpetuity, in return of a potential 0.25:1 and 0.5:1 bonus FSR in residential and commercial/mixed use zones respectively.
- **Minimum dwelling density** provisions are proposed to be retained in the Liverpool LGA, with requirements for housing densities of 40 dwellings per hectare in the R4 High Density Residential zone and 25 dwellings per hectare in the R3 Medium Density Residential zone.

- **Urban heat island** provision detailing matters for consideration in relation to mitigating urban heat, including green infrastructure, cool roofs, passive thermal performance, cool spaces, water in the landscape, cool paving, etc.

## 2.4 Revised Growth Centre SEPP Mapping

The proposal is to amend the Growth Centre SEPP maps, removing the Leppington Town Centre precinct, and replace them with the following revised maps:

- Land Application Map
- Development Control Plan Map
- Precinct Boundary Map
- Indicative Layout Plan
- Land Use Zoning Map
- Floor Space Ratio Map
- Height of Building Map
- Land Reservation Acquisition Map
- Residential Density Map

In addition, the following new maps are proposed, in relation to proposed local provisions for the Town Centre precinct:

- Commercial and Active Uses Floor Space Map
- Public Realm Excellence Area Map

The proposed amendments to the Growth Centre SEPP mapping has been included in **Part 8, Appendix 2** of this proposal.

The proposed SEPP objectives, controls and mapping are consistent with direction from GSC's Region and District Plan outlined in **Appendix 3** and **Appendix 4**, Camden's LSPS outlined in **Appendix 5** and Liverpool LSPS outlined in **Appendix 6**, as well as the recommendations from independent consultants and state agencies outlined in **Appendices 7 - 13** of this proposal.

## 2.5 Growth Centres Development Control Plan

### Schedule 1 – Austral and Leppington North

This Planning Proposal seeks to remove Leppington Town Centre from the application of Schedule 1 – Austral and Leppington North as Schedule 2 – Leppington Town Centre is proposed to be amended to include objectives and controls specific to Leppington Town Centre. The content of Schedule 1 – Austral and Leppington North is relevant to lands north of the town centre precinct. Certain provisions of Schedule 2 would still need to apply to the northern part of the Town Centre in Liverpool LGA such as salinity and bushfire controls.

### Schedule 2 – Leppington Town Centre

Detailed development objectives and controls have been proposed to be included in a revised *Camden Growth Centres DCP – Schedule 2 - Leppington Town Centre*. The intent is to provide a

consistent development standard across multiple lots often under different ownerships and developed at different times. A copy of the proposed DCP amendment has been attached as an appendix to this proposal.

Proposed amendments to the *Growth Centres Development Control Plan – Schedule 2 – Leppington Major Centre* (Leppington Town Centre DCP) will include objectives and controls to further support development in the Town Centre and enable a cohesive town centre across fragmented land development. Elements included within the Leppington Town Centre DCP include provisions for the following:

- Desired future Character Statement and Planning Principles
- Revised Indicative Layout Plan (ILP), Road Hierarchy and Street Tree Masterplan
- Revised street cross sections and intersection designs
- Public domain controls, objectives, materials schedule and concept designs for linear plazas and open space
- Building controls and objectives to facilitate development appropriate to a town centre environment

This proposal seeks to amend the title of the *Schedule 2 - Leppington Town Centre* which more accurately reflects the lands affected by this proposal.

The proposed amendments to the *Growth Centres Development Control Plan – Schedule 2 – Leppington Town Centre* have been provided as **Appendix 13**.



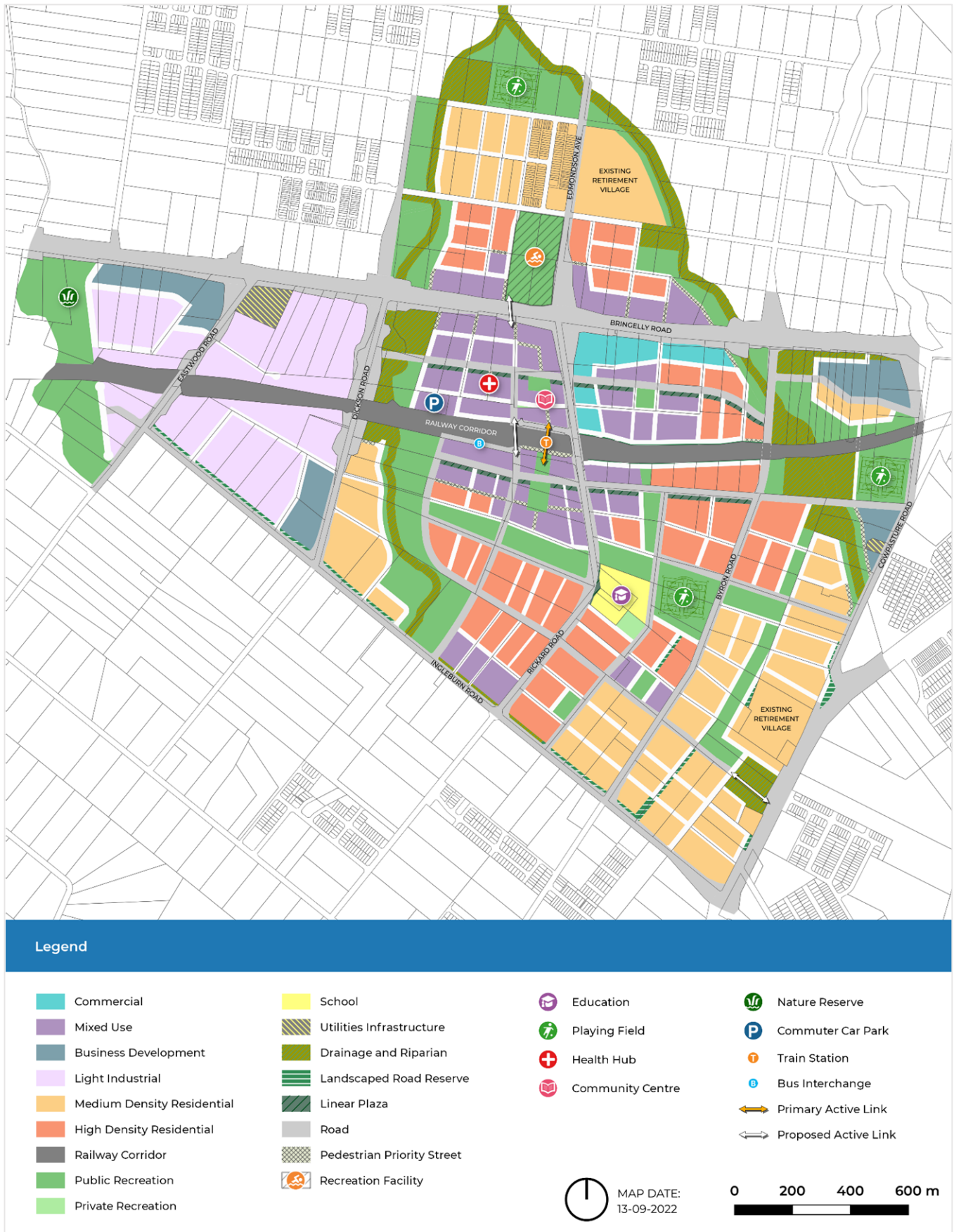


Figure 7: DCP Indicative Layout Plan

## 2.6 Land Application Amendment

Development within Leppington Town Centre is currently assessed against the Western Parkland City SEPP (formerly Growth Centres SEPP) – Appendix 4 Liverpool Growth Centres Precinct Plan or Appendix 5 Camden Growth Centres Precinct Plan, Camden Growth Centres DCP, and Growth Centres DCP Schedule 1 – Austral and Leppington North and Schedule 2 – Leppington Major Centre.

Development within Leppington Town Centre is likely to be different from the remaining growth areas also covered by these documents. Leppington Town Centre is a strategic centre with a higher density than the remaining areas of the SWGA. Objectives and Controls that currently apply or may apply to future precincts yet to be rezoned are inconsistent with objectives and controls required for a Strategic Centre. A new Appendix in the Growth Centres SEPP for Leppington Town Centre is to be introduced and Leppington Town Centre removed from the application of Appendix 4 and Appendix 5 of the Growth Centres SEPP.

It is further proposed to remove the application of the Growth Centres DCP schedule 1 – Austral and Leppington North from Leppington Town Centre and revise Schedule 2 – Leppington Major Centre to provide a single site-specific Schedule for the precinct. It is proposed that Schedule 2 – Leppington Major Centre be focused on development consistent within a Strategic Town Centre.

The proposed land use changes in comparison to the current land use zoning are outlined below.

**Table 4: Comparison of existing and proposed land use zoning areas**

Zone	Current Permitted Area (Ha)	Proposed Area (Ha)	Difference (Ha)
B3 Commercial Core	22.7	5.8	-16.9
B4 Mixed Use	22.5	51.2	+28.7
B5 Business Development	17.3	15.4	-1.9
B7 Business Park	60.5	0.0	-60.5
E2 Environmental Conservation	4.3	0	-4.3
IN2 Light Industrial	56.8	43.2	-13.6
R3 Medium Density Residential	77.0	75.5	-1.5
R4 High Density Residential	0.0	51.8	+51.8
RE1 Public Recreation	34.5	71.1	+36.6
RE2 Private Recreation	1.0	1.0	0.0
RU6 Rural Transitional	3.1	0.0	-3.1
SP2 Infrastructure	112.0	145.0	+33.0

Significant changes to land use zoning include the following -

- deletion of B7 Business Park Zoning and rezoning to B4 Mixed Use and R4 High Density Residential
- reduction and relocation of the B3 Commercial Core to the north-east of the centre core area
- expansion of the B4 Mixed Use zone from Leppington Station to both sides of Bringelly Road in the north and corridor extending to Ingleburn Road in the south
- inclusion of R4 High Density Residential for appropriately located high density dwellings close to the town centre
- rezoning of RU6 Rural Transitional and E2 Environmental Conservation zones to Public Recreation – Regional for predominantly passive recreational use and preservation of riparian corridors along Kemps Creek
- increase in RE1 Public Recreation for open space to meet the needs of a larger planned resident population
- relocation of the B5 Business Development to allow for bulky goods along significant roadways and away from heavy pedestrian activity
- increase in SP2 Infrastructure zones to support additional open space, drainage basins, road reserves and other key infrastructure requirements of Leppington Town Centre
- reduction in IN2 Industrial to additional Public Recreation – Regional, and colocation of B5 Business Development to increase diversity of businesses west of Dickson Road.

# Part 3 – Justification

for proposed planning changes

## Part 3 – Justification

This section addresses the need for the proposed amendments, identifies the background studies undertaken, and details why the draft Planning Proposal is the best approach.

### 3.1 Section A – Need for the Planning Proposal

#### ***Q1. Is the planning proposal a result of any strategic study or report?***

Yes. The Leppington Town Centre review was initiated by DPE with primary responsibility for the review devolved to Camden and Liverpool Councils in November 2019. The review is consistent with the Region and District Plan and Council's LSPS's directions that Leppington is to be developed as a Strategic Centre. The Planning Proposal is supported by the following studies:

- Historical studies conducted by DPE
  - Austral and Leppington North Precincts Water Cycle Management Responses to Exhibition Submissions, Cardno, 2012
  - Austral-Leppington North Precinct Biodiversity Conservation Assessment, Cardno, 2012
  - Austral and Leppington North Precincts – Historic Heritage Project, Australian Museum Business Services, 2012
  - Indigenous Heritage Assessment Project: Austral and Leppington North Precincts, South West Growth Centres, Australian Museum Business Services, 2012
- Recent studies commissioned by DPE
  - Leppington Town Centre Utilities Assessment, Mott MacDonald, 2018
  - Social Infrastructure and Open Space Assessment, Elton Consulting, 2021
- Background studies commissioned by Camden and Liverpool Council
  - Bushfire Assessment Report Leppington Town Centre, 2021
  - Leppington Town Centre Market Demand Analysis, Hill PDA, 2021
  - Urban Design Report, LPA, 2021
  - Leppington Town Centre and Precinct Traffic Modelling Report, Arup, 2021
  - Leppington Town Centre Place Activation Strategy, City People, 2022
  - Preliminary Community Engagement Report, 2021

#### ***Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

Yes, this proposal is the best way of stimulating development of Leppington Town Centre and addresses many of the issues identified as current impediments to the development of Leppington Town Centre including land fragmentation, development feasibility constraints and inappropriate land use zoning for development.

The draft ILP has considered the development feasibility of the proposed land use zones for various development types, in addition to demand. Land fragmentation has been addressed



through a revised road network and street hierarchy that facilitates access to all lands within the site, enabling development for lots that were previously inaccessible.

Further analysis was conducted to understand feasibility for various development types that would increase the potential for development of Leppington in the short to mid-term. These strategies have been proposed in the draft ILP to stimulate development.

The proposed ILP is supported by a detailed DCP to ensure a cohesive town centre environment is realised across the Precinct. This will help facilitate future development considering the fragmentation of the Precinct. The DCP includes a street material palette and street tree masterplan, concept designs for open space for a cohesive town centre when fully developed.

### 3.2 Section B – Relationship to Strategic Planning Framework

***Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?***

This planning proposal is consistent with the objectives and relevant actions of the Greater Sydney Region Plan (A Metropolis of Three Cities) and Western City District Plan which are applicable to the Leppington Town Centre. The relevant priorities/directions, objectives, and strategic actions applicable to the draft Planning Proposal are detailed and addressed in **Appendix 3** and **Appendix 4**.

#### **Sydney's New Strategic Centre**

Leppington Town Centre is identified as an emerging strategic centre in the Greater Sydney Region Plan 2018 and the Western City District Plan. This is consistent with Councils' and community vision for Leppington to become a centre of the scale, role and vibrancy of other strategic centres such as Chatswood, Green Square or Hurstville.

#### **Greater Sydney Region Plan: A Metropolis of Three Cities**

A Metropolis of Three Cities – the Greater Sydney Region Plan is the NSW State Government's overarching strategic plan that outlines a 40 year vision and sets out a 20 year plan to manage growth and change within Sydney.

It identifies key challenges facing Sydney including a population increase of 1.7 million, and a requirement for 725,000 new homes by 2036, as well as the creation of 1 million new jobs.

In responding to these and other challenges, the plan sets out four themes and 10 directions, with associated objectives and strategies. The four themes are:

- Infrastructure and collaboration: a city supported by infrastructure, and a collaborative city
- Liveability: a city for people, housing the city and a city of great places
- Productivity: a well connected city and jobs and skills for the city
- Sustainability: a city in its landscape, an efficient city and a resilient city

Leppington Town Centre is identified as an emerging strategic centre in the Greater Sydney Region Plan. It is specifically identified in Objective 15 of the Plan as part of the "better connected and more competitive" Western Economic Corridor, and in Objective 22 as a strategic growth centre for investment and business activity. The planning proposal for a greater mixture of

uses and increased residential densities focussed on Leppington rail station, will support the achievement of the related strategies:

**Objective 15 - Western Economic Corridor - better connected and more competitive**

Strategy 15.1 - Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridors

Strategy 15.2 - Prioritise transport investments that enhance access to the economic corridors and between centres within the corridors

Strategy 15.3 - Co-locate health, education, social and community facilities in strategic centres along the economic corridors

**Objective 22 - Investment and business activity in centres**

Strategy 22.1 - Provide access to jobs, goods and services in centres

Strategy 22.2 - Create new centres in accordance with the principles for Greater Sydney's centres

The planning proposal is generally consistent with relevant directions, objectives and strategies of the Greater Sydney Region Plan as detailed in **Appendix 3**.

**Western City District Plan**

Greater Sydney's three cities reach across five districts: Western City District, City District, Eastern City District, North District and South District. Leppington Town Centre is located within the Western Parkland City District.

Over the next 20 years the Western Parkland City will transform, drawing on the new Western Sydney Airport and Badgerys Creek Aerotropolis. The Western Parkland City will capitalise on the established centres of Liverpool, Greater Penrith and Campbelltown-Macarthur.

Leppington has been identified as a strategic centre within the Western City District Plan. Leppington is expected to be a prominent centre within the future, with a baseline job target of 7,000 and a higher job target of 12,500 by 2036.

Leppington Town Centre is specifically identified in relation to two key strategic priorities in the Western City District plan:

**Planning Priority W11 - Growing investment, business opportunities and jobs in strategic centres**

Leppington Town Centre is critical to achieving the 30-minute city in the South West Growth Area of Sydney. As a strategic centre, Leppington will continue to have a planned role in attracting investment, business activity and jobs, as well as providing access to a wide range of goods and services close to people's homes and supports the 30-minute city.

The expectation of a strategic centre is that it includes:

- the right flexibility for high levels of private sector investment
- co-location of a wide mix of land uses, including residential
- high levels of amenity and walkability and being cycle friendly
- areas identified for concentrated commercial uses, and commercial cores

Employment growth is the principal underlying economic goal for metropolitan and strategic centres, and the impacts of residential development need to be managed. However, The

Regional Plan and The Western City District Plan recognise that a balance is required in providing adequate mixed use or residential zoned land around a commercial core that allows new residential developments to benefit from access and services in centres.

Leppington Town Centre is a greenfield area with access to a new rail station and as such does not have the typical barriers to unlocking the economic potential of centres (i.e. limited availability of larger sites and access to transport). The size of most land parcels are not a barrier to development although land fragmented ownership has been an impediment. Providing certainty and amenity through the revised planning controls and infrastructure strategy will be key to development and achievement of the vision for Leppington Town Centre.

#### **Planning Priority W5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport**

The District Plan has the general objectives of greater housing supply and increased diversity and affordability of housing, in The Western City of Sydney. It identifies Leppington Town Centre as an opportunity for additional housing supply around the new rail station and within reach of new services and employment within the centre. At the same time, as recognised by the Hill PDA Market Demand Analysis, residential provides the lever for the delivery of the active and commercial spaces that provide the amenity, convenience and local employment.

The actions for Leppington Town Centre under the District Plan are as follows:

- Strengthen Leppington through approaches that:
  - Develop a Master Plan for the Leppington Town Centre in collaboration with Camden and Liverpool City Councils, stakeholders and the community.
  - Coordinate the release and rezoning of land for residential, employment and other urban development in Leppington town centre in accordance with the Growth Centres SEPP 2006 and to support the District's housing and job targets
  - Coordinate and deliver enabling infrastructure to support further development.

This planning proposal will (in combination with the draft DCP) implement the new plan for Leppington Town Centre, rezoning and making land viable for increased residential and employment space in mixed use development. It is supported by a draft Local Infrastructure Strategy to deliver the enabling and supporting infrastructure.

The planning proposal is generally consistent with relevant priorities, objectives and actions of the Western City District Plan as detailed in **Appendix 4**.

#### **Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?**

The objectives and directions of the *Camden Local Strategic Planning Statement 2020* and the *'Connected Liverpool' Local Strategic Planning Statement 2021* relevant to the draft Planning Proposal are detailed and addressed in **Appendix 5** and **Appendix 6**.

#### **Camden LSPS**

Camden currently has a unique network of centres that range in size and function; however this hierarchy is expected to evolve over time due to the growing population in the SWGA and the delivery of rail. This growth is mostly expected to occur in Leppington and Oran Park initially.

Leppington is identified as a Strategic Centre due to its potential to provide growth and a range of employment, including knowledge-intensive jobs, to support the local population. The District Plan provides a target of 7,000 – 12,500 jobs for Leppington by 2036. Leppington will provide the focus for commercial and retail investment and provide local employment.

Land fragmentation creates development and infrastructure coordination issues and limits the ability to facilitate the early delivery of key local infrastructure. This is a key barrier to the delivery of housing in some precincts such as Leppington. The delivery of future local infrastructure required for the Leppington area is a priority for Council in the short term. Leppington is the most suitable precinct to accommodate the growth of detached dwellings, attached dwellings and units.

With a rail connection to Sydney's main employment districts of Sydney CBD and Parramatta, and with Bringelly Road to serve as one of the major gateways to the Western Sydney Airport and Aerotropolis, Leppington has the potential to develop as a prominent town centre in the future.

The Planning Proposal is consistent with the key objectives, priorities and actions of the Camden LSPS as shown in the **Appendix 3**.

### **Liverpool LSPS**

The Planning Proposal is consistent with the key objectives, priorities and actions of the Liverpool LSPS as shown in the **Appendix 4**.

### **Camden Local Housing Strategy**

The District Plan identifies Leppington as a Strategic Centre due to its potential to provide a range of employment opportunities, including knowledge-intensive jobs. Leppington has been identified as a future retail and commercial hub in the Camden LGA, with higher order strategic centres envisaged for these locations.

There is currently significant zoned capacity for high density housing in Leppington Town Centre, but to date, development has not been forthcoming. The lack of development could be attributed to multiple factors, but it is considered that land fragmentation (approximately 175 landowners) and a lack of infrastructure, are principal barriers.

In order to facilitate development, the HAF has committed \$2.9 million to the planning and design of upgrades along Ingleburn Road between Camden Valley Way and Rickard Road, and Rickard Road between Ingleburn Road and Bringelly Road. The road upgrades will be delivered by Council.

Leppington (Stage 1) has the smallest median lot size of 315m<sup>2</sup> and a very a limited range of lot sizes – 50% of lots are between 309 - 321m<sup>2</sup>. Leppington Stage 1 is expected to 1,746 detached houses and 700 attached houses. The current planning capacity for the town centre is assumed to be 2,112 dwellings comprising 1,677 attached dwellings and 435 apartments, which reflects the current assumptions of the Contributions Plan.

### **Draft Liverpool Local Housing Strategy**

The draft Liverpool Local Housing Strategy states that in 2019, it was estimated there were 70,339 dwellings in the Liverpool LGA, of which almost 75% constituted separate dwellings.

The proportion of detached dwellings in the Liverpool LGA is significantly greater than that in the Greater Sydney Region, and the provision of medium and high-density residential accommodation is well below the Greater Sydney Region average. Overall, the Greater Sydney

Region has seen a relatively significant decline in the proportion of separate houses provided since 2011, however this has not occurred in the Liverpool LGA.

The proportion of apartments and attached dwellings in the LGA remains well below the average for the Greater Sydney Metropolitan Region, with the majority of apartments concentrated in the Liverpool city centre.

It is anticipated that there will be a total overall demand of an additional 43,452 dwellings from 2016 to 2036. These estimates suggest the average demand for additional dwellings could be in the range of 2,100 to 2,200 a year. This is higher than recent development rates.

There is currently sufficient capacity under Council's current planning controls to deliver approximately 43,500 additional dwellings forecast to be required by 2036, however there is expected to be a shortfall in provision of medium density housing by approximately 4,500-8,000 dwellings.

It is considered that Leppington Town Centre will be able to assist with this shortfall in housing, by providing additional higher density housing options in close proximity to Liverpool.

### **Liverpool Centres and Corridors Strategy**

The Liverpool Centres and Corridors Strategy states that as Liverpool is currently experiencing substantial growth, it need to be ensured that centres are able to respond to this growth.

The strategy notes that there is significant gap in supermarket floor space within the Liverpool LGA, with large gaps in the City Centre District and new release areas. In response, this Strategy highlights the need to review and amend planning controls and continue to progress planning proposals to support the development of new local centres.

As a result, new guidelines for planning proposals have been developed to ensure that centres remain viable and to ensure improved integration with the public domain and with nearby open space, social infrastructure and other services.

Whilst the planning proposal for the Leppington Town Centre will not solve this significant gap in supermarket floor space, it will act as a supportive centre, providing access to retail and supermarket floor space, within the vicinity of Liverpool.

### ***Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?***

The SEPPs applicable to this draft Planning Proposal have been addressed in **Appendix 7**.

### ***Q6. Is the planning proposal consistent with applicable Ministerial Directions (s9.1 Directions)?***

The s9.1 Ministerial Directions applicable to this draft Planning Proposal have been addressed in **Appendix 8**.

## **3.3 Section C – Environmental, Social and Economic Impact**

### ***Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?***



Environmental and heritage impacts were assessed as part of the 2013 rezoning of Leppington. The Leppington Major Centre Master Plan Report 2012 assessed the impact of an urban environment on the pre-existing rural environment at that time.

Following the proposed rezoning, Leppington Town Centre would remain an urban environment and the following findings from the Leppington Major Centre Master Plan Report 2012 remain relevant and current for the proposed Leppington Town Centre draft Planning Proposal.

#### Biodiversity Certification

##### *Assessment August 2012*

Legislation establishes within the SWGA Biodiversity 'Certified Areas' and 'Non-Certified Areas'. Town Centre development is permitted within 'Certified Areas'. Biodiversity Offsets within the SWGA would be required, if any key infrastructure or development is necessary within 'Non-Certified Areas'.

Biodiversity certified and non-certified lands have been identified and established in Leppington Town Centre. Non-certified lands would be preserved as a result of this proposal through appropriate land use zoning. Urban development resulting from this proposal is to be contained to certified areas within the Precinct.

#### Riparian Corridors

##### *Assessment August 2012*

Bonds Creek, Kemps Creek and Scalabrini Creek require Riparian Corridors, core riparian zones (CRZ) plus vegetated buffer (VB), to be established along their alignments. Widths of these corridors have been determined based on their assessed creek category.

Riparian Corridors have since been established in accordance with the 2012 assessment. These corridors are non-certified areas, and the proposal preserves existing non certified lands while containing urban development to certified lands.

This proposal preserves these riparian corridors and utilises these corridors as natural assets for the Town Centre. The Planning Proposal further protects these corridors through the consideration of adjoining land uses and street buffers.

#### Flora Habitat

##### *Assessment August 2012*

Endangered ecological communities present within the Town Centre include Cumberland Plain Woodland of 'Critically Endangered' Conservation Status and Sydney Coastal River-flat Forest of 'Endangered' Conservation Status. Assessments of the Conservation Significance of the Cumberland Plain vegetation has classified the vegetation as primarily 'Remnant Vegetation' with some areas along Bonds Creek and Kemps Creek classified as 'Support to Core Habitat'.

Riparian Corridors have since been established in accordance with the 2012 assessment and contain the endangered Cumberland Plain Woodlands in parts of this corridor. These are non-certified areas and the draft ILP continues to preserve existing non-certified lands while containing urban development to certified lands.

This proposal preserves these riparian corridors and utilises these corridors as natural assets for the Town Centre. The Planning Proposal further protects these corridors through the consideration of adjoining land uses and street buffers.

Fauna Habitat*Assessment August 2012*

'Threatened Ecological Species' with Conservation Status identified within the Town Centre include the Cumberland Plain Land Snail (Endangered), the Grey-headed Flying-fox (Vulnerable), and five species of microbat (all Vulnerable).

The study recommends non-certified areas are protected and managed in accordance with the requirements of the Biodiversity Certification Order 2007, and surrounding land uses to these areas are carefully managed to not negatively impact the non-certified lands. It was found the study area would not suffer significant adverse impacts.

Riparian Corridors have since been established in accordance with the 2012 assessment and contain the above-mentioned fauna community. These are non-certified areas, and the proposal continues to preserve existing non-certified lands while containing urban development to certified lands.

This proposal preserves these riparian corridors and utilises the corridors as natural assets for the Town Centre. The Planning Proposal further protects these corridors through the consideration of adjoining land uses and street placement as protection buffers.

***Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?***

Further environmental impacts were assessed as part of the 2013 rezoning of Leppington. The Leppington Major Centre Master Plan Report 2012 assessed the impact of an urban environment on the pre-existing rural environment at that time.

The proposed rezoning of Leppington remains an urban environment and the following findings from the Leppington Major Centre Master Plan Report 2012 remain relevant and current for the proposed Leppington Town Centre draft Planning Proposal.

Where the 2012 report did not adequately address the proposed review of Leppington Town Centre, new studies were commissioned, and the potential impacts are discussed below.

Indigenous/Non-Indigenous Heritage*Assessment June 2012*

An Aboriginal Site (SW1) of the 'Isolated find' category and an area of 'Low' Archaeological Sensitivity (Area 10) were identified within the footprint of Leppington Station. The Aboriginal Site is assessed to have 'Low' Archaeological Research Potential, to 'Represent incidental, background Aboriginal activity within the region', and to have 'Low' Archaeological significance.

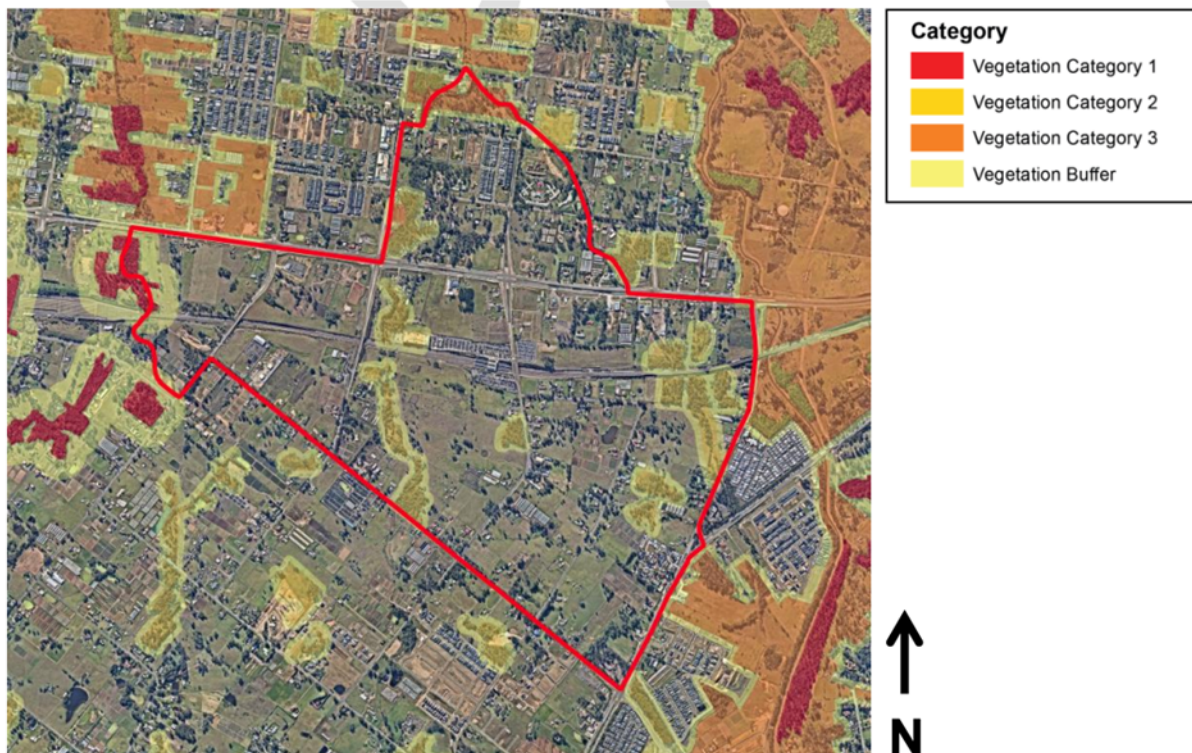
Non-Indigenous Heritage items of potential 'local' significance include Leppington Public School buildings, trees and curtilage, the WV Scott Memorial and historic road alignments and property boundaries.

No additional indigenous or non-indigenous heritage items have been identified since the 2012 assessment. These items have been preserved under the draft ILP and will be subject to further assessment at the DA stage should these sites be developed.

## Bushfire Assessment

### Assessment August 2021

Building Code and Bushfire Hazard Solution Pty Ltd was engaged to prepare an independent Bushfire Assessment Report for the Leppington Town Centre. The investigation area is shown on Liverpool and Camden Council's Bushfire Prone Land Map (refer to **Figure 8** below) as containing Category 1, 2 and 3 vegetation and their associated buffer zones and is therefore considered 'bushfire prone'.



**Figure 8: Extract from Council's Bushfire Prone Land Map**

All sites which contain bushfire prone land will be subject to the relevant specifications and requirements of 'Planning for Bush Fire Protection – 2019' (PBP).

Direction 4.4 PBP of the s9.1(2) Directions of the EP&A Act applies when a Council prepares a draft LEP that affects, or is in proximity to, land mapped as bushfire prone. Under these directions the following objectives apply:

- To protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas; and
- To encourage sound management of bush fire prone areas

The vegetation within the investigation area was found to comprise of grazed pastures, crops and some small prominent vegetation along the existing watercourses.

To assess potential fire runs into the investigation area all existing vegetation within 500m were considered. The vegetation within the assessment area was found to be mostly fragmented, with no opportunity for significant fire runs. The vegetation along Kemps Creek to the northwest of the investigation area provides the greatest opportunity for a sustained fire run, however, still remains fragmented and in areas constricted.

The proposed riparian areas within the investigation area will present the greatest threat post-delivery of the ILP. However, this vegetation will also be fragmented, due to the location of open space and roads. These managed areas and roads provide a defensible space for fire services and maximise the land use when applying the Asset Protection Zones (APZs).

As assessment was also undertaken to address Leppington's capacity to comply with the PBP. The assessment states that the proposal can satisfactorily comply with the aim and objectives of PBP 2019, as well as with the s9.1(2) Directions.

The report also confirmed that the draft ILP, in combination with the bushfire protection measures recommended, will not result in areas that are difficult to evacuate, create control difficulties during a bushfire, or adversely affect other bushfire protection strategies or place existing development at increased risk.

A key recommendation of the report is that where possible, the carriageway of local streets adjacent to the riparian corridors, should be increased to 8m to satisfy the acceptable solutions of PBP. In response, an 8m wider 'perimeter road' typology has been created in the draft ILP for along riparian open space corridors. This has not necessarily affected land zoning boundaries, but was considered in determining the FSR. Dual purpose service/fire trails and pedestrian/cycle links are planned for some locations within managed open space, an alternative option recommended in the Bushfire Assessment report.

Development within the Leppington Town Centre will be subject to existing Bushfire Hazard Management requirements within the *Growth Centres SEPP*, section 2.3.6, which further requires consistency with the *Planning for Bushfire Protection 2020*.

#### Contamination

##### *Assessment August 2012*

JBS Environmental reviewed the current zoning for Leppington Town Centre with respect to the conclusions and recommendations of the Preliminary Environmental Site Assessment (PESA) (JBS 2011).

With reference to SEPP 55 – Remediation of Land, it was concluded that the site can be made suitable for the proposed uses, as shown on the ILP and zoning map, if the recommendations provided in the PESA are implemented. It is noted that following any remediation works a validation report would be required to ensure remediation has achieved the objectives of making the site suitable for the proposed uses.

No additional sites with significant contamination have been identified by NSW EPA since the 2011 report. All proposed development within the Leppington Town Centre will remain subject to SEPP 55 – Remediation of Land at the Development Application stage. Any contamination identified on an individual site is still required to ensure remediation has been achieved to the appropriate level for the intended use of the site as per SEPP 55 – Remediation of Land.

#### Acoustic Impact Assessment

##### *Assessment September 2012*

Noise impact from the proposed South West Rail Link extension (SWRL) is generally contained within the corridor, however, it is assessed that even with noise barriers in place by 2016 there will be noise spill up to 60 metres beyond the corridor in a 450 metre section of the alignment, east of Leppington Station.



Train horn testing is likely to occur at the Train Stabling Facility located to the west of the town centre. Impacts may extend for up to one kilometre from the facility, limiting the type of development possible within this noise shed.

The RMS predicts that by 2026, Bringelly Road, Eastwood Road and Edmondson Avenue will exceed this threshold, thereby requiring some form of setback, noise management or treatment measure.

Development within Leppington Town Centre will be subject to existing acoustic treatment requirements consistent with the Growth Centre Development Control Plan, section 2.3.9.

Further controls relating to acoustic treatments are contained within SEPP No 65 – Design Quality of Residential Apartments Development, and the associated Apartment Design Guide 2015.

These existing controls address any proposed development within Leppington Town Centre that is exposed to traffic and rail acoustic impacts.

#### Traffic Impact Assessment

Assessment May 2021

Arup was engaged to undertake traffic modelling and assess the road network required to support the future Leppington Town Centre.

A two-tiered modelling approach was adopted to enable an appropriate assessment of the proposal. This included:

- Strategic modelling, using outputs from the PTPM model provided by Transport for NSW to inform wider future year land use and travel demand forecasts
- Operational modelling, using Aimsun to consider the time dynamics of traffic demand and network performance to ensure that the precinct's road network is commensurate with the expected level of traffic forecasts.

Modelling results indicate that the intended road network hierarchy is adequate for the precinct, based on the access management measures proposed and the preliminary 2041 peak period results.

Preliminary intersection analysis results suggest that most of the intersections – in their assumed configurations – will operate at Level of Service (LOS) E or better in 2041.

### ***Q9. Has the planning proposal adequately addressed any social and economic effects?***

#### Social Infrastructure Assessment

Assessment July 2021

Elton Consulting was engaged to prepare a Social Infrastructure and Open Space Assessment for Leppington Town Centre, with consideration to the wider South West Growth Areas. The report includes recommended social infrastructure facilities on the local, district and regional scale such as parks, playgrounds and cycleways.

The Elton report notes that open space be provided based on set performance indicators and criteria including quality, quantity, distribution and accessibility.

Camden and Liverpool City Councils face increasing pressure to provide and deliver social infrastructure given the following key challenges:



- Growing demand due to high population growth and a young age profile
- The ageing of existing facilities and environmental risks to Council assets
- The high cost of land acquisition for new facilities
- The lack of funding for new social infrastructure in land release areas.

Camden is experiencing rapid land-use change from rural to residential and has limited public transport. Liverpool, on the other hand, has several urban precincts requiring renewal and is experiencing increasing population density leading to increasing pressure on public facilities, particularly open space, as private open spaces shrink.

Camden Councils' social infrastructure priorities for Leppington include:

- Delivery of new open space, including 14 new playing fields, 10 courts and 8 tennis courts across Leppington, Leppington East and Leppington North.
- Plans for a new regional library co-located with community centre and performing arts centre in Leppington Town Centre.

The report made recommendations for social infrastructure and open space as follows:

- Cultural and community facilities:
  - Camden Council continues discussions with Landcom, SWSLHD and SINSW about co-location opportunities with the health hub and educational facility.
  - Council pursues funding options, including through the Western Sydney City Deal Liveability Fund.
  - Delivery of cultural and community facilities are staged to enable early delivery of services and phased expansion as the population grows.
- Education – tertiary and vocational:
  - It is recommended that both councils pursue discussions with TAFE NSW and interested universities about the potential to develop an education hub within the Leppington Town Centre and other opportunities including using office space within the commercial centre for tertiary education facilities for operating TAFE NSW outreach programs from the community facility within the Leppington Town Centre Precinct.
- Emergency and justice:
  - A police station may be required as the population grows.
- Health – hospitals and primary care:
  - On-site provision of an Integrated Health Care Hub at Leppington Town Centre. There is the opportunity to co-locate this facility with other state and local government delivered infrastructure.
  - It is recommended that the development of the facility is brought forward to the early stages of the Leppington Town Centres development given the need for new infrastructure and as a catalyst for establishing the Leppington Town Centre.
- Open space – regional:
  - Developers in Leppington Town Centre will contribute to regional open space through the WSGA SIC.

- It is recommended that the Leppington Town Centre incorporates a significant gateway connection to Western Sydney Parklands through the proposed Upper Canal Linear Park.
- Sporting facilities – regional
  - On site preparation of a regional indoor recreation and aquatic facility at Leppington Town Centre. The facility would be located on a 5ha site including a 3ha facility and outdoor elements and 2ha for parking and landscaping. It would incorporate an aquatic centre, indoor sports courts and other facilities with the opportunities to provide other specialist facilities outdoors.
  - It is recommended that Liverpool City Council discusses facility sharing opportunities between the IHHub and the regional indoor recreation and aquatic facility with Landcom and the SWSLHD and that Council pursues funding options, including through the Western Sydney City Deal Liveability Fund and the NSW Office of Sport.
- Community facilities:
  - On-site provision of a regional level facility
- Education – government primary schools:
  - Redevelopment of the existing primary school to increase capacity and acquisition of land for one new primary school (1.5ha) that is regular in shape, has road frontages on three sides, is in central accessible locations and is close to open space.
  - Additional land may also be required adjacent to the existing primary school site to enable redevelopment of the site into a combined primary and secondary school.
  - Given the low capacity of existing primary schools, it is recommended that at least one new facility is delivered early in the redevelopment of the Leppington Town Centre.
  - It is recommended the new/upgraded primary schools are provided consistent with the DoE's recommended timing, which will be further explored during exhibition of the planning proposal.
- Education – government secondary schools
  - Land for one new secondary school (2.5ha) that is regular in shape, has road frontages on three sides, is in central accessible locations, and is close to open space
  - One option for providing a new secondary school is to redevelop the existing primary school into a combined primary and secondary school. Another option is to develop the new secondary school within the town centre close to the Leppington Train Station.
  - It is recommended that the new secondary school is provided consistent with the DoE's recommended timing, which will be further explored during exhibition of the planning proposal.
- Open space – active:
  - Maximise on-site provision of active open space
  - It is estimated the Leppington Town Centre will generate the need for 12 sport fields, 14 sport courts and around 26ha of active open space. However, fragmented land

ownership and the high cost of land will significantly constrain the provision of high quality active open space within the Leppington Town Centre.

- On site provision of the following is recommended:
  - At least 4 double sports fields
  - 14 outdoor sport courts (preferably co-located within sports fields)
  - At least one double sport field is provided as soon as possible to help meet demand in the area
- A further 2 double sports fields would be provided off site but accessible by a 20 minute public or active transport journey.
- It is proposed that facilities are co-located with the regional indoor recreation and aquatic facility to create an indoor/outdoor recreation hub in the north, and an outdoor fitness hub in the south.
- Open space – passive
  - On-site provision of around 40ha of passive open space including:
    - Local parks (min. 0.3ha) within 200m of dwellings
    - Two district parks (at least 3ha each) within 2km of all dwellings
    - One regional, two district and up to 5 local, high-quality multi-age, all ability play and recreation spaces
    - Two off leash dog parks
    - Shared walking and cycling paths that link residents to open space within the site, and open space and services in surrounding areas
    - Open space that is attractive with quality finishings and landscaping, safe being designed to CPTED principles, accessible to multiple users, and interesting with several different activations.
  - Residents will require early access to local parks and play spaces. It is recommended that local parks are delivered early at each stage, play spaces are delivered progressively throughout the project and that one district park, the regional play space and one off leash dog park are delivered early in the project.

The draft ILP has incorporated additional open space, and the Leppington Town Centre DCP has proposed detailed concept designs for the public open spaces, linear parks and linear plazas. The planning proposal zones land required for public open space RE1 Public Recreation and identifies these areas on the Land Acquisition Reservation maps.

Based on the provisional rate of 2.83 Ha per 1,000 people, Leppington Town Centre would require approximately 60 Ha of open space to meet the needs of 10,500 dwellings by 2041 and 180 Ha would be needed for a theoretical dwelling capacity of 30,000 dwellings. The proposed zoning and land reservations future proof the Town Centre for the longer term, providing for 81.4 Ha of open space.

In addition to open space and recreation infrastructure, the Elton report also outlines social infrastructure such as education, justice, health, cultural and community facilities required to support the local, district and regional population.

School Infrastructure NSW (SINSW) has been consulted during the drafting of this planning proposal. SINSW have advised planning is underway for up to four government schools in the Leppington Town Centre precinct and that they are currently:

- committed to upgrading the existing primary school
- investigating options around the existing primary school for a potential high school
- investigating options north of Bringelly Road for a potential second primary school
- investigating options for a potential selective school to support South West Sydney

Given the incentive provision proposed for commercial and active uses floor space, and the size and location of the Town Centre at a rail station, it is also expected that Leppington would be an attractive destination for tertiary education in the form of private colleges and community colleges.

Discussions were held with Heath Infrastructure NSW (HINSW) in regard to the proposed integrated health hub.

HINSW have confirmed that an IHHub at Leppington Town Centre is one of the facilities they are seeking to develop over time. This will be dependent on State government funding. However, HINSW have confirmed that they will retain the existing Land Reservation for Acquisition in Leppington Town Centre, north of the train station.

The planning proposal reserves sites for future health, justice and education facilities. Council is working with state departments to ensure adequate provisions are provided for the local and regional needs of Leppington Town Centre.

The draft ILP has also proposed a site suited for a range of potential community activities for future development when the town centre reaches a sufficient capacity to support a community centre.

Recommendations for Social Infrastructure such as health, education and community facilities have been included in **Appendix 9**. Lands have been reserved or zoned appropriately to accommodate social infrastructure and Open Space for future development and can be constructed on a needs basis as Leppington develops.

### Residential Potential

#### *Assessment August 2020*

The proposal provides capacity for approximately 38,000 dwellings in the R3 Medium Density Residential, R4 High Density Residential and B4 Mixed Uses zones. Floor space bonus provisions proposed to incentivise higher commercial floor space (anchor shopping centre) development, public realm excellence, sustainable low carbon buildings and affordable community housing would increase this to potentially 50,000 dwellings, though full 'take-up' of bonuses are not expected.

Based on market demand analysis, about one-third of the capacity, 10,500-11,000 dwellings would be delivered over the next 20 years to 2041. Proposed FSRs have been scaled to prioritise development of the core and middle areas of the centre in the short to medium.

The Leppington Town Centre will provide mostly residential apartments within walking distance of the rail station and retail centre. Apartments will range in size and affordability, inclusive of affordable community housing for key workers. Some medium density townhouses and attached terraces are expected on the outskirts of the centre in the frame areas. The centre sits within a wider context of new low to medium density dwelling houses and small lot housing. The Town

Centre will complement the surrounding area, providing for an overall diversity of housing and much needed affordable homes in the Western Parkland City of Sydney.

#### Retail, Commercial and Employment Potential

##### *Assessment 2020*

The proposal reduces employment land in the Town Centre by 56% from 134.6 ha to 58.6 ha, mostly due to the removal and rezoning of the B7 Business Park zone to B4 Mixed Use and residential, and reduces the B3 Commercial Core area by 74%. Despite the reduction in employment zoned land, the proposal will increase the employment floorspace delivered in Leppington Town Centre over the next 20 years and beyond.

There has not been any interest in development for the business park style of development under the current expansive B7 and B3 zones and it is highly unlikely that any development that may have occurred would not maximise their commercial floor space potential. This is evidenced by the market demand and feasibility analysis by Hill PDA.

Over the next 20 years, the revised planning for Leppington Town Centre is forecast to deliver over 390,000m<sup>2</sup> of commercial and employment floor space, including:

- 156,000m<sup>2</sup> of retail, cultural and entertainment floorspace in mixed use development
- 102,000m<sup>2</sup> of commercial office, health and community services floorspace
- 20,000m<sup>2</sup> of education floor space in schools, early learning and private colleges
- 160,000m<sup>2</sup> or more of industrial and business enterprise and specialised retail

The planning proposal will facilitate development of the Leppington Town Centre to deliver between 11,000 and 12,500 additional jobs over the next 20 years to 2041.

### 3.4 Section D – State and Commonwealth Interests

#### ***Q10. Is there adequate public infrastructure for the planning proposal?***

##### Existing transport infrastructure

In 2018, TfNSW completed the Bringelly Road widening through Leppington Town Centre from 2 to 6 lanes, including construction of 4 new traffic light intersections. Bringelly Road transects the North of the site, along the Camden and Liverpool LGA boundary and provides connections to Liverpool and the Western Sydney Airport (WSA). To the East, Cowpasture Road and Camden Valley Way provide connections from Bringelly Road to Narellan and Campbelltown. To the South, Ingleburn Road separates Leppington Town Centre from Leppington release area stages 1-5.

Several other key roads within Leppington Town Centre are currently Housing Acceleration Fund (HAF) / Special Infrastructure Contribution (SIC) funded and are in various stages of design. These roads include Rickard Road, Ingleburn Road, Dickson Road, Byron Road and Eastwood Road.

Leppington Train Station, which opened in 2015, is located in the centre of Leppington Town Centre precinct and connects to the existing network to the east. The existing rail connects east to Liverpool, Parramatta and Sydney CBDs with future proposed rail links west to the WSA and Aerotropolis. Leppington station is heavily utilised with most users living outside of Leppington, many having to park their vehicles up to 1km away from the station.



To support the commuter demand of Leppington station, the NSW Government in partnership with Transport for NSW (TfNSW) and Camden Council, recently completed the development of a 1,000-space commuter car park adjacent to the rail station.

On 30 June 2020, the NSW state Government confirmed the corridor for the South West Rail Line with Connectivity to WSA and Aerotropolis. This announcement reserves lands for the rail corridor that will connect Leppington with the WSA and Aerotropolis to the existing rail network.

#### Scheduled drainage infrastructure

In November 2019, Council commenced design works on the Bonds Creek Stormwater Management Project, which aims to design regional stormwater quantity and quality management infrastructure in Leppington Town Centre. This project is funded under S7.11 contributions and is at the 40% design stage.

#### Future transport infrastructure

In 2014, the Federal Government announced a commitment to deliver the WSA at Badgerys Creek with early earthworks commencing in September 2018, and operation is expected to begin in 2026. The airport is expected to support approximately 28,000 jobs directly and indirectly by 2031, acting as a catalyst for growth in the Western Sydney Parklands District.

The new Aerotropolis SEPP will apply to the 11,200ha area surrounding the Airport except for the Mamre Road Precinct, which has been zoned under State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP). The SEPP also protects airport operations beyond the Aerotropolis through the incorporation of relevant airport safeguarding controls.

Leppington Town Centre is located in the SWGA, approximately 2km south east of the Aerotropolis boundary, so will not be subject to the provisions of the Aerotropolis SEPP. However, the proposed South West Rail Link extension will form a key link between the Aerotropolis and Leppington. Consequently, it is anticipated that LTC is well located to support the WSA and Aerotropolis in terms of housing and employment.

The WSA Plan 2020 identifies the future transport corridor, which will link LTC and the Aerotropolis. It is anticipated that Leppington Town Centre is well located to support the WSA and Aerotropolis in terms of housing and employment.

The proposed development of infrastructure is established through the Draft Western Parkland City Blueprint, which puts forward the next set of short and medium term priorities for government investment. The Draft Blueprint has analysed the gaps in services and infrastructure, the pipeline of future projects identified for investigation and the opportunities for government action.

The NSW Government established the WPCA to coordinate infrastructure, attract investment and deliver the Bradfield City Centre. The WPCA will guide the growth and investment of the Parkland City. Through the draft Blueprint, the WPCA sets out the infrastructure priorities that will deliver the vision for the Parkland City.

The next set of critical projects required are as follows:

- Complete investigations to prioritise a rail connection between Bradfield City Centre and Leppington, linking Bradfield City Centre to Glenfield and Liverpool by 2031.
- Deliver road packages, utilities and digital infrastructure and rapid and frequent buses for the Aerotropolis, South West, Greater Macarthur and Wilton Growth Areas.

- Establish new parks in the Thompsons Creek and South Creek corridors and provide additional open space throughout the city.
- Drive investment attraction and innovation with a strong and predictable infrastructure pipeline, improved capability in advanced manufacturing and cyber security, integrated skills pathways with industry and enhanced health and education precincts.
- Progress towards net zero emissions by 2050

The rail link between Bradfield City Centre and Leppington Town Centre will provide an integrated north-south connection between St Marys to Leppington and will provide access to jobs in the Aerotropolis for the residents of South West Sydney.

The Western Sydney City Deal, established in 2018, between Federal, State and Western Sydney Local Governments to collaborate and deliver 38 commitments within the Western Parkland City District, will also coordinate investment across transport, health and education.

The Western Sydney City Deal will assist in the transformation of the Western Parkland City into a connected, economic centre through a \$150 million program to deliver liveability projects in each LGA.

#### Utilities Assessment

##### *Assessment September 2022*

The scope of the study included an investigation of the potable water, sewer and electricity network with commentary provided on the telecommunications and gas network.

#### Wastewater

The Leppington Town Centre precinct is divided into three catchments for the purposes of sewer connection, as depicted in Figure 9.



Figure 9: Wastewater catchments across the Leppington Town Centre

Sydney Water has assessed the proposed development plans and growth data for the Leppington Town Centre review, and provided the following advice based on these assumptions.

- Catchment 1 – Eastern Front Catchment to be serviced by Sydney Water’s Upper South Creek

Advanced Water Recycling Centre (USC AWRC) Wastewater services will not be available in Catchment 1 until the USC AWRC facility and associated trunk infrastructure are operational. This is anticipated to occur by mid-2025. Developments with earlier timeframes may investigate other interim options for earlier wastewater services.

- Catchment 2 – Serviced by sewer pump station SPS1183

Currently transfers to the Liverpool treatment plant, however the SPS1183 catchment will ultimately be serviced by USC AWRC in mid-2025. Sydney Water is confident that the forecast growth of up to 748 dwellings and 944 jobs to 2025 can be serviced in this catchment.

- Catchment 3 – Serviced by sewer pump station SPS1182

SPS1182 is connected to the Liverpool wastewater treatment facility. Sydney Water indicates that sewer capacity provided to Catchment 3 can support the forecasted growth up to 2026 and into the future.

#### Electricity

The existing electrical strategy for the area involves the creation of a new Zone Substation (ZS) at North Leppington. This infrastructure has been constructed.

DPE provided indicative growth profiles for development within the Leppington Town Centre up to 2037. Initial assessment of the growth profiles indicates that North Leppington ZS may need to be augmented in 2028 to its full capacity, it is therefore unlikely additional supply from the South Leppington, Austral and North Catherine Fields substations would be required before 2037.

Post this date, as indicated above, assistance may be required from additional zone substations in the region. While bulk supply in the town centre will be available, new 11kV feeders will also need to be rolled out from the Zone Substations as development occurs. Where appropriate Endeavor Energy (EE) may decide to provide some feeders into the town centre, where viable this would assist with the land fragmentation in the Town Centre.

#### Telecommunications

Telstra currently provide telecommunications servicing to the study area. Many of these assets are underground fibre optic cables. The rollout of the NBN has also begun within Leppington.

NBN Co. will utilise existing ducts within the shared trench of existing roads to install new telecommunications infrastructure. Developers will be expected to provide pit and pipe infrastructure, and any other required infrastructure within the site boundary. This includes providing ducts for any new roads. New connections to the NBN network incur a charge of \$600 per single dwelling unit and \$400 for each multi dwelling unit. It is not anticipated that any backhaul charges will be applicable for the development.

## Gas

The Precinct is generally well serviced by existing gas trunk infrastructure. There is currently a primary gas main running along Bringelly Road, and this will be the key feeder for the Leppington Town Centre. During preparation of the Infrastructure Delivery Plan in 2012 no specific requirements relating to the provision of gas for the Precincts were identified, noting that gas is desirable, but not essential utility infrastructure. Jemena advised the development could be serviced by their gas network and that minimal capital contributions would be required for infrastructure augmentation.

The existing secondary main along Cowpasture Road will be extended southwards between 2021-2025. A gas main is also proposed on Ingleburn Road in the south of the study area. This main is expected to be delivered by 2026-2030.

Secondary and reticulation gas mains will be provided from the primary main. At present there are few major connections. Jemena have indicated that a new trunk main is also proposed for Ingleburn Road and delivery is expected between 2026-2030 and will increase the Precincts gas connectivity.

It is not expected that there will be any gas supply issues and it is noted that Jemena is required to ensure that any connection to the natural gas distribution system is commercially viable and therefore must assess each request for supply on an individual basis (as gas supply is a non-essential service).

Additional pipe upgrades will be required as development occurs but are expected to be monitored and managed by Jemena. Gas mains will be constructed within the standard trench allocation of the road reserve. Any truck mains required will likely be extended from the existing gas network in Leppington.

### ***Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?***


Early consultation has been undertaken with key State authorities and agencies to gain input and advice on the direction for the revised Leppington Town Centre precinct planning and identify necessary requirements in relation to infrastructure and land reservations. Further, formal consultation with agencies will occur as part of the Gateway process.

The Project Control Group were briefed during the development of the precinct plans. The Project Control consists of representatives from the Department of Planning and Environment, Greater Sydney Commission, Transport for NSW, Schools Infrastructure NSW, NSW Health and Sydney Water.

Separate consultation was undertaken with key infrastructure agencies, who provided feedback and advice which has informed this planning proposal. A summary of key advice and response is provided below.



Table 5: Responses to comments from infrastructure agencies

Comment	Response
<b>TfNSW</b>	
<ul style="list-style-type: none"> <li>No need for further widening of Camden Valley Way or Ingleburn Road required - lane amplifications within current corridor</li> </ul>	<ul style="list-style-type: none"> <li>SP2 (Roads) zone on Camden Valley Way or Ingleburn Road maintained and rationalised where surplus portions</li> </ul>
<ul style="list-style-type: none"> <li>No local street vehicle entry to Ingleburn Road and Camden Valley Way</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian only street connection from local streets (no zoning implications)</li> </ul>
<ul style="list-style-type: none"> <li>Byron Road underpass must be capable of 4 traffic lanes</li> </ul>	<ul style="list-style-type: none"> <li>Capability confirmed subject to detailed design (SP2 zone maintained)</li> </ul>
<ul style="list-style-type: none"> <li>Potential Bringelly Road pedestrian overbridge requires detailed assessment</li> </ul>	<ul style="list-style-type: none"> <li>Conceptual subject to funding, detailed design and approval (no implications)</li> </ul>
<ul style="list-style-type: none"> <li>Potential cycle bridge on western side of centre has merit subject to detailed assessment by Sydney Trains</li> </ul>	<ul style="list-style-type: none"> <li>Conceptual subject to funding, detailed design and approval (no implications)</li> </ul>
<ul style="list-style-type: none"> <li>Centre street widths and intersections around station designed for buses</li> </ul>	<ul style="list-style-type: none"> <li>Intersections revised for bus route options (minor SP2 zone changes)</li> </ul>
<b>Schools Infrastructure NSW</b>	
<ul style="list-style-type: none"> <li>Investigations regarding the location of the additional education facilities are still ongoing. SINSW requests that the draft planning proposal reference that a Land Reservation Acquisition Layer (LRA) may be initially applied to one of the following sites within the draft rezoning package for the LTC:</li> <li>Lot A/DP411211 and Lot B/DP411211 – to the South of Leppington PS</li> <li>Lot 39B/DP8979 and Lot 38D/DP8979 – to the east of Leppington PS</li> </ul> <p>Pending the results of the agency's investigations, further modifications will likely be required to the draft planning proposal prior to public exhibition.</p>	<ul style="list-style-type: none"> <li>The updated ILP reflects potential future school sites as requested by SINSW.</li> <li>The comment is subject to continuing investigations by School Infrastructure NSW. Subject sites are shown below.</li> </ul> 
<b>Landcom</b>	
<ul style="list-style-type: none"> <li>Level of retail and commercial floorspace needs to reflect market demand</li> </ul>	<ul style="list-style-type: none"> <li>Compact inner core and minimum FSRs reflect market analysis recommendation</li> </ul>



<ul style="list-style-type: none"> <li>• Introduction of FSRs supported for viability and 2.5:1-3.0:1 in the core of the centre is expected to be viable</li> </ul>	<ul style="list-style-type: none"> <li>• FSRs proposed with a base FSR of 2.7:1-3.0:1 in outer core and 4.0:1 in compact inner core, similar to market analysis</li> </ul>
<ul style="list-style-type: none"> <li>• Heights exceeding 18 storeys may not be viable to the market</li> </ul>	<ul style="list-style-type: none"> <li>• Base FSRs reflect building heights of 12-18 storeys in the core of the centre, with flexibility to increase with bonuses</li> </ul>
<ul style="list-style-type: none"> <li>• There should be flexibility in FSR controls and large important sites should be master planned</li> </ul>	<ul style="list-style-type: none"> <li>• FSRs have been reviewed in response to advice and analysis. Viable base FSRs are proposed in the centre with essential minimum commercial and active floor space, flexibility provided through floor space bonuses and design excellence.</li> </ul>
Sydney Water	
<ul style="list-style-type: none"> <li>• Leppington Town Centre is serviced by 3 different wastewater catchments: <ul style="list-style-type: none"> <li>○ Wastewater services will not be available in Catchment 1 until the USC AWRC facility and associated trunk infrastructure are operational in (anticipated for mid-2025)</li> <li>○ The forecast growth through to 2025 in catchment 2 can be serviced with current infrastructure. Council must continue to follow the standard concurrence DA referral process for development to ensure system resilience is maintained.</li> <li>○ The forecast growth into the future in catchment 3 can be serviced with current infrastructure.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing engagement with Sydney Water will be necessary to ensure the timely delivery of the Upper South Creek Advanced Water Recycling Centre (USC AWRC) and other trunk infrastructure.</li> <li>• Council will continue to follow the standard concurrence DA referral process.</li> </ul>
<ul style="list-style-type: none"> <li>• Amplifications are required to the networks within both water supply zones (WSZs) to service the proposed 10,500 dwellings. Developer led amplifications may provide options to support additional capacity while the WSZ works occur.</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing engagement with Sydney Water will be necessary to identify required amplifications and timeframes for delivery.</li> </ul>
<ul style="list-style-type: none"> <li>• The use of recycled water and/or harvested stormwater is supported. To future-proof the development, the water supply design could include provision for dual plumbing/recycled water connection. Potential opportunity to mandate dual pipe through provisions in Council's DCP.</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing engagement with Sydney Water will be necessary to develop recycled water servicing strategies.</li> </ul>

Heath Infrastructure NSW

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• HINSW seek to maintain their current LRA land.</li></ul> | <ul style="list-style-type: none"><li>• Further engagement will be undertaken as planning for the town centre progresses.</li></ul> |
|--|---|

# Part 4 – Mapping

proposed for Town Centre precinct plan

## Part 4 – Mapping

Full detailed versions of the proposed draft SEPP maps for the Leppington Town Centre Precinct are provided in Appendix 2. An overview of the maps is provided following and includes:

- Draft Land Use Zoning Map
- Draft Height of Buildings Map
- Draft Floor Space Ratio Map
- Draft Land Reservation Acquisition Map
- Draft Commercial and Active Uses Floor Space Map
- Draft Dwelling Density Map
- Draft Public Realm Excellence Map
- Draft Density Pyramid Map

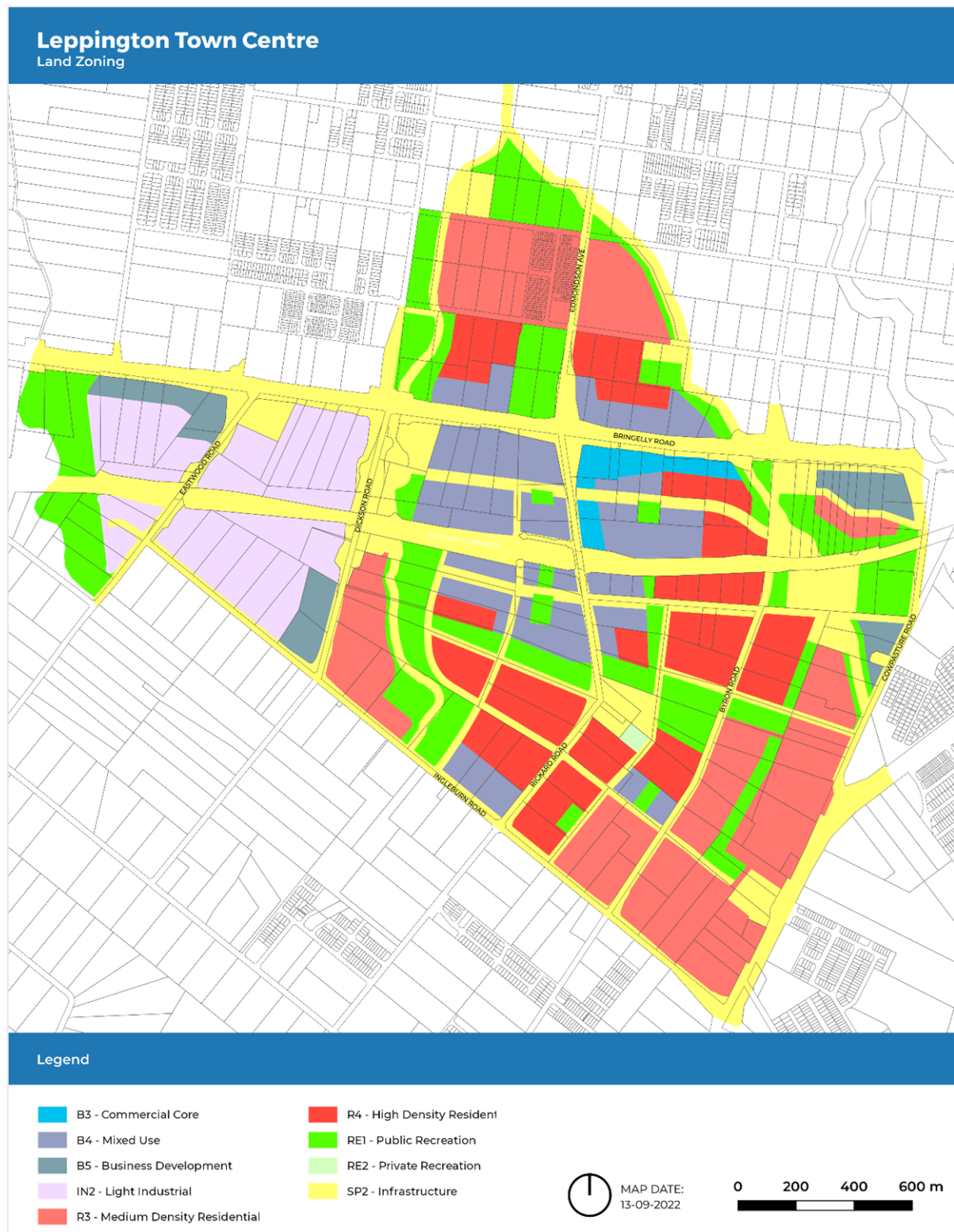


Figure 9: Draft Land Use Zoning Map



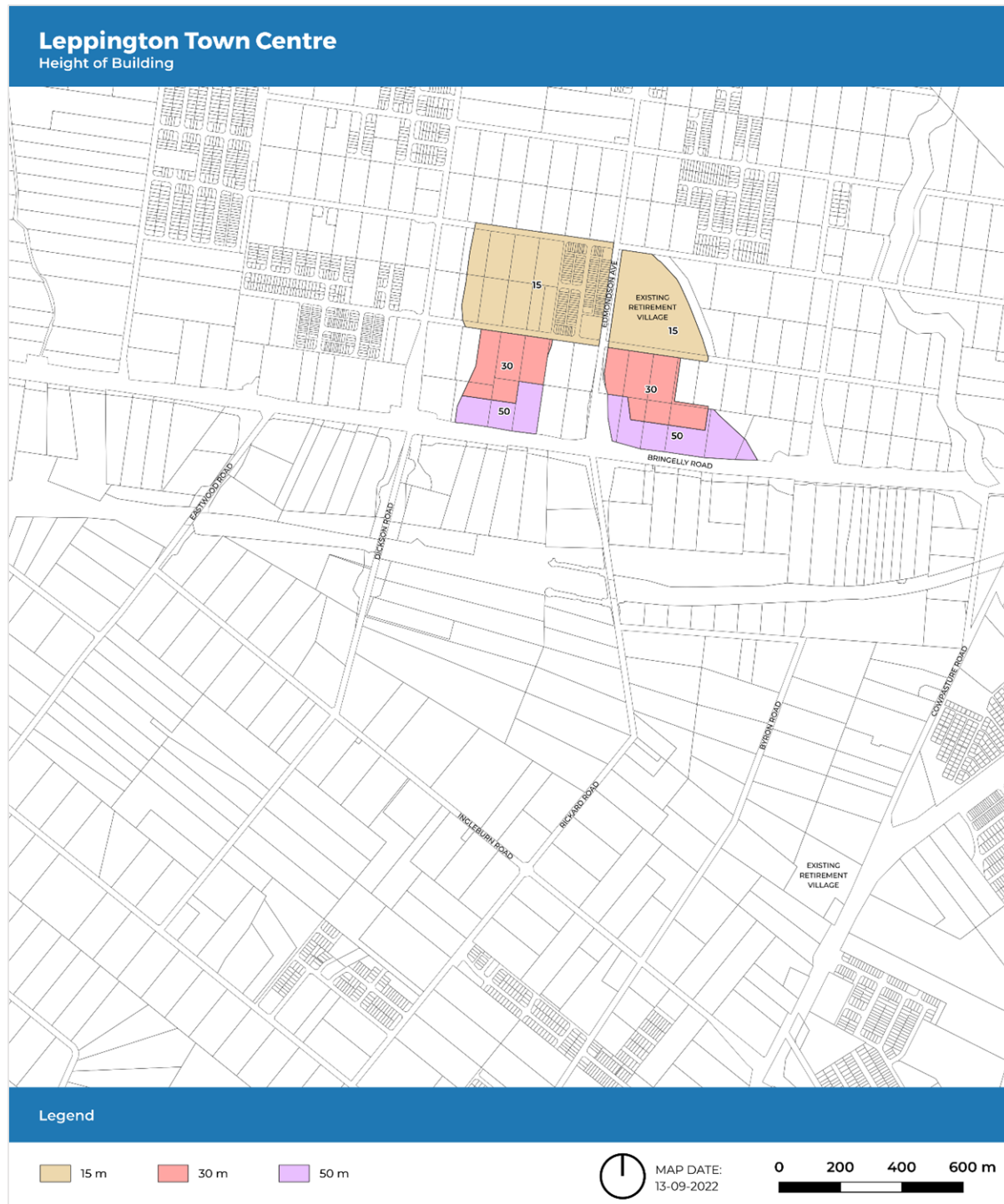


Figure 10: Draft Height of Buildings Map

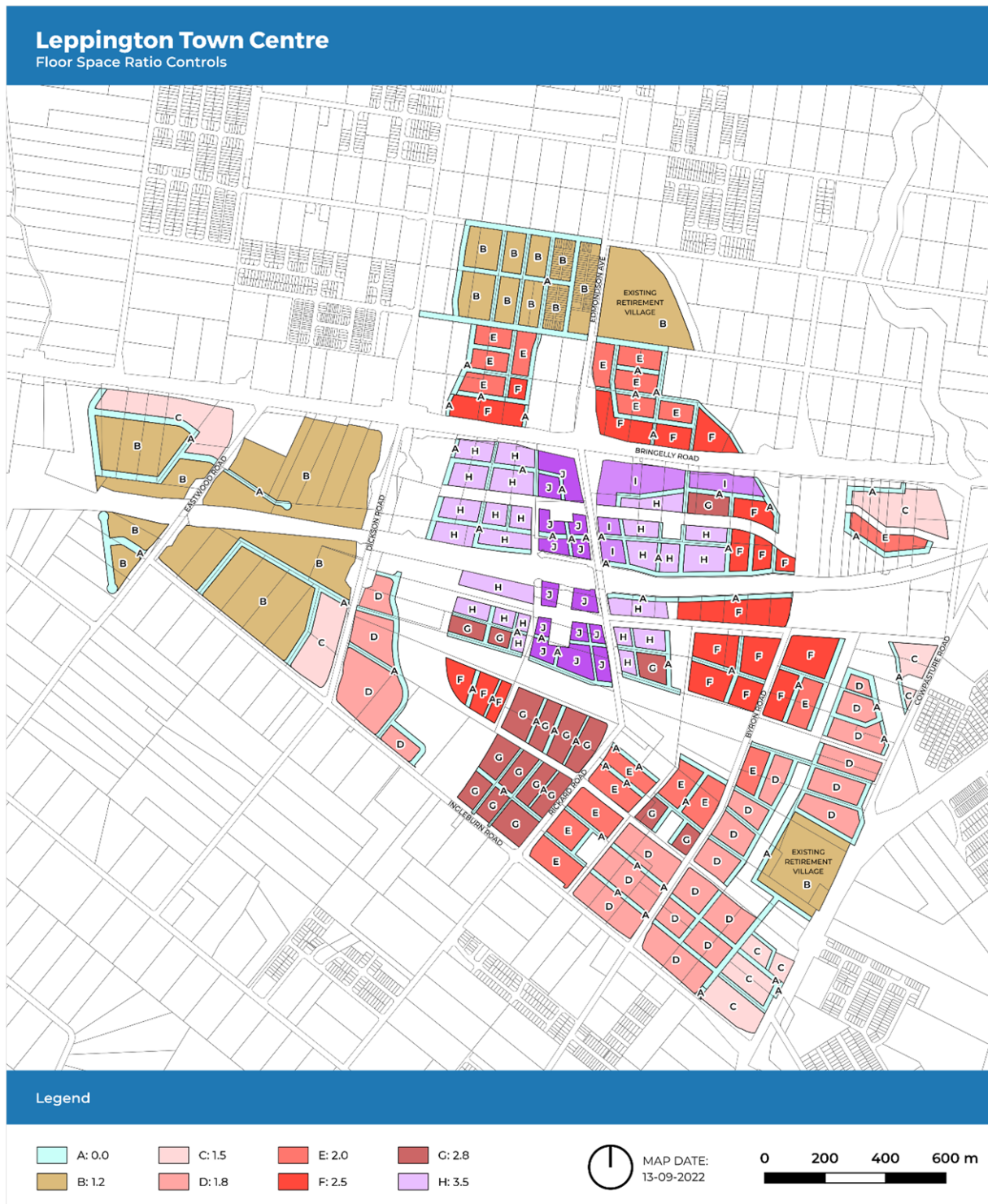


Figure 11: Draft Floor Space Ratio Map

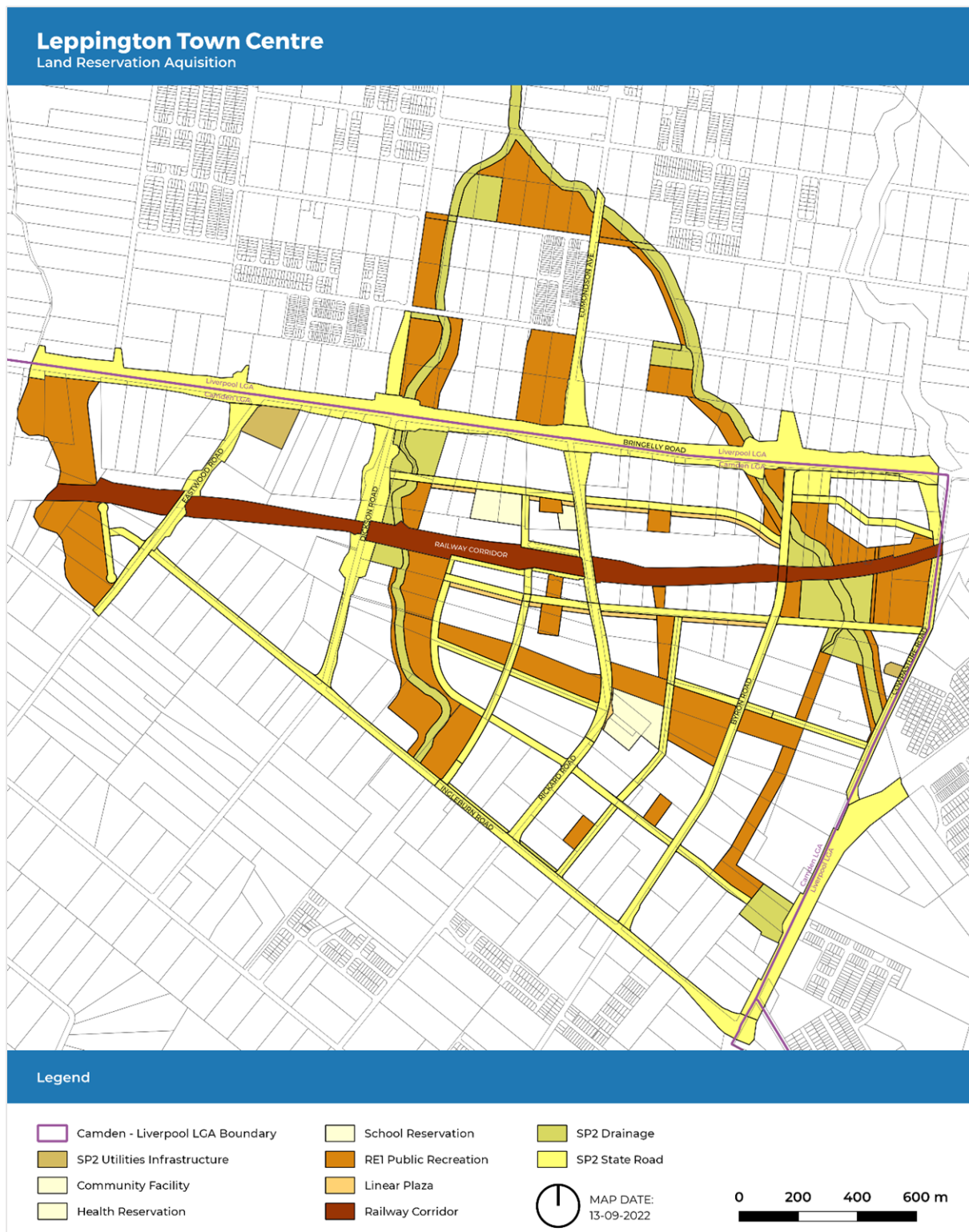


Figure 12: Draft Land Reservation Acquisition Map



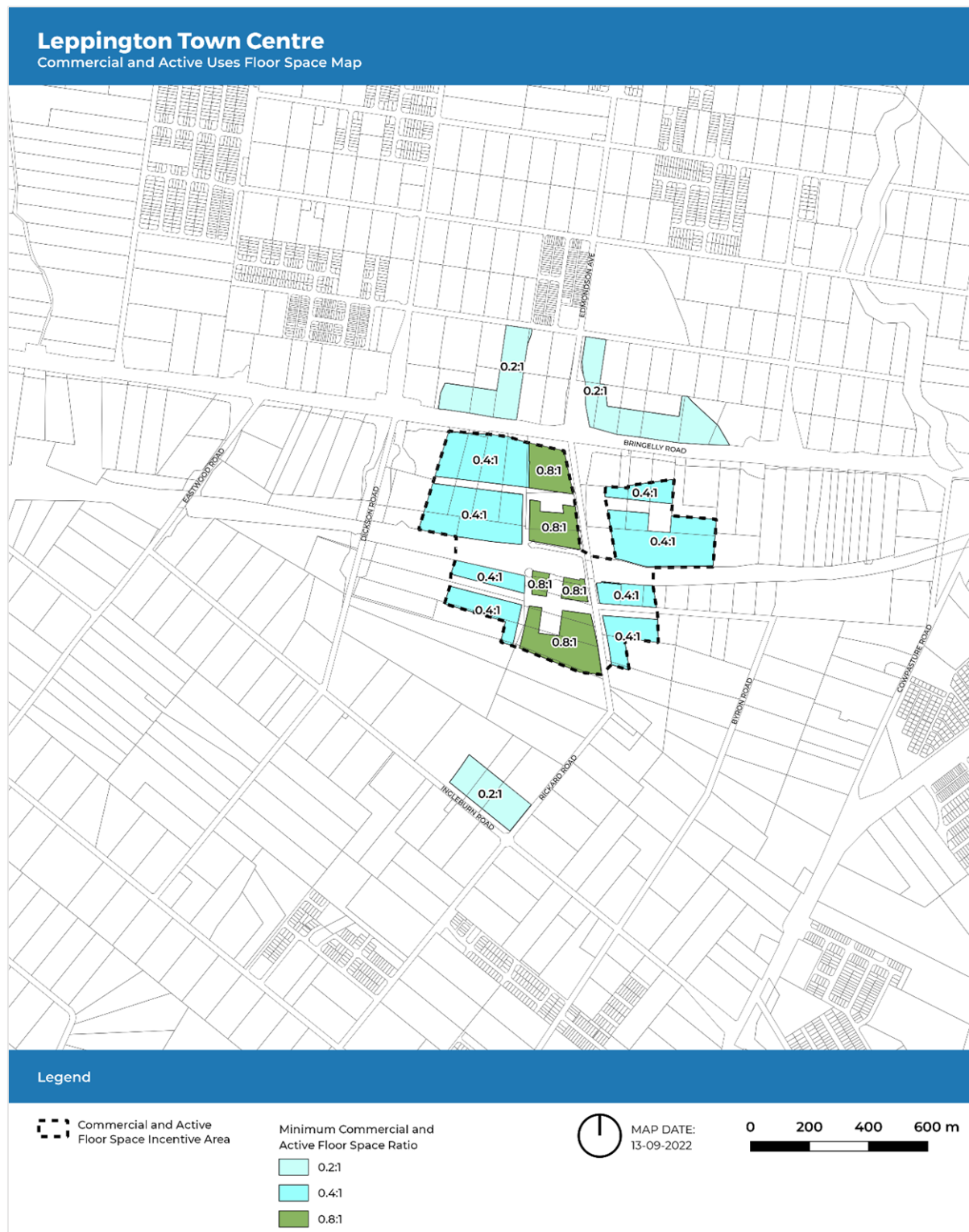


Figure 13: Draft Commercial and Active Uses Floor Space Map

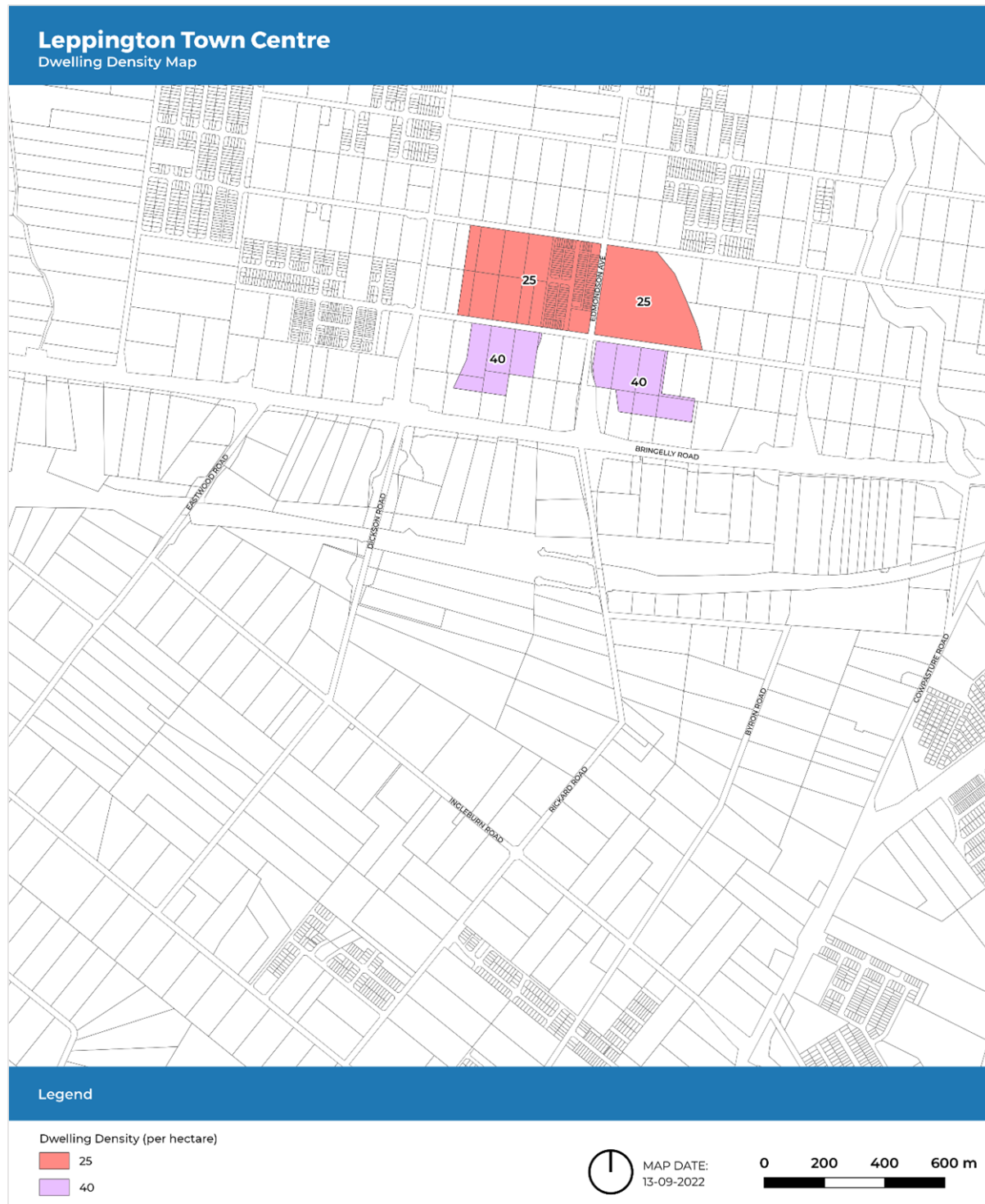


Figure 14: Draft Dwelling Density Map



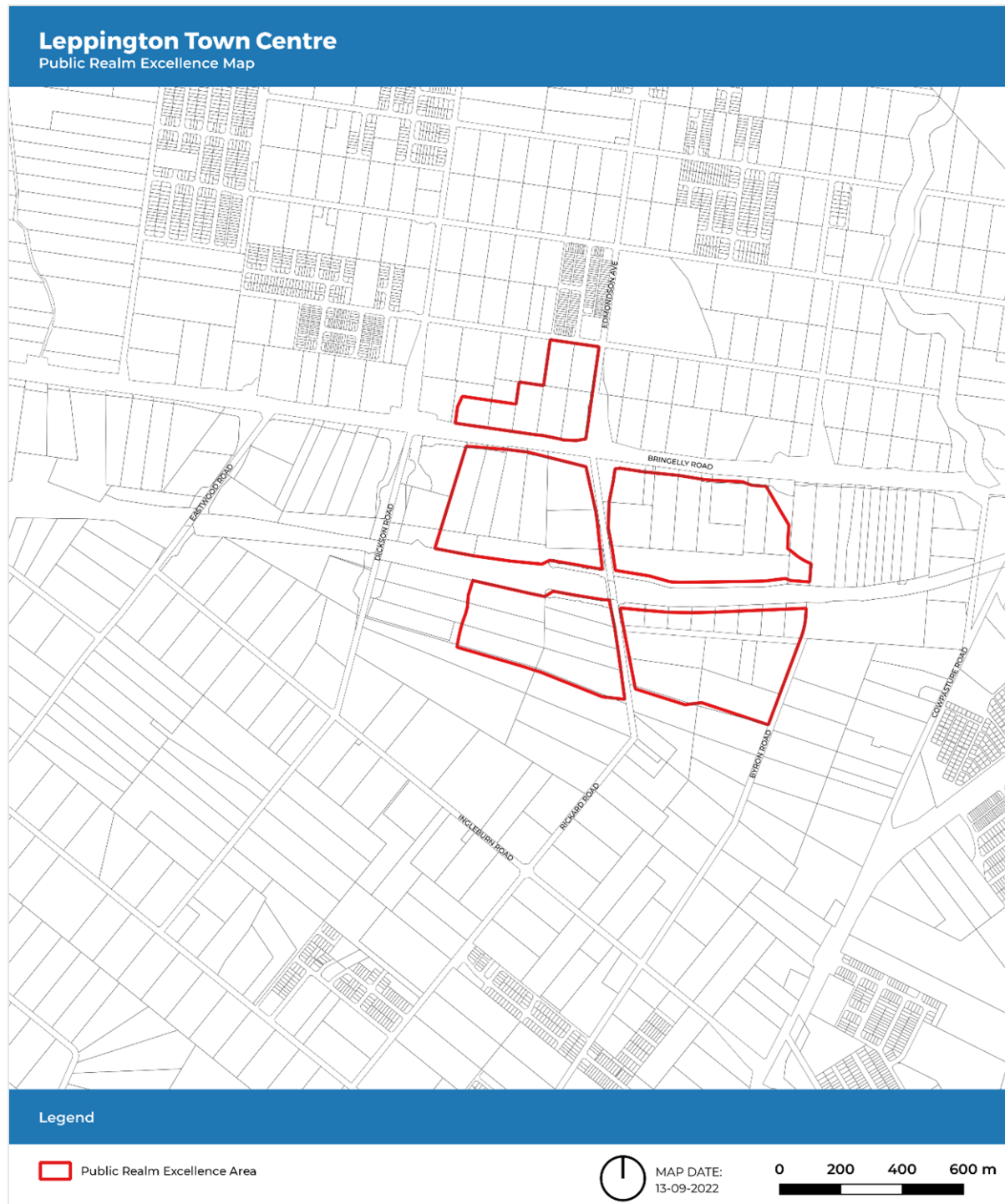


Figure 15: Draft Public Realm Excellence Map

# Part 5 – Community Consultation

and stakeholder engagement

## Part 5 – Community Consultation

### Initial Community Engagement

The Leppington Town Centre Review has been of interest to the Leppington Community for some time. Council officers received over 100 calls from landowners and other interested parties regarding Leppington since 2019.

Initial consultation with the community was conducted through a visioning webinar and community survey.

An online visioning workshop (webinar) was held by Camden Council on 17 February 2021 (using Zoom) with 342 landowners invited to attend from both Camden and Liverpool portions of the site.

The survey was sent to approximately 250 land-owners and interested parties within the Camden LGA between 24 August and 14 September 2020, asking a broad range of questions about what the community value and what Leppington Town Centre should look like.

A community engagement report has been prepared. The analysis of key findings from the three engagement initiatives for the Leppington Town Centre focused on finding the commonalities regarding aspirations that lead to the vision, as well as identifying concerns and constraints to inform specific planning controls.

#### Informing the vision:

- Provide housing opportunities that complement the unique identity of the community and existing infrastructure.
- Deliver an attractive and lively place.
- Retain existing qualities of places while accommodating growth.
- Prioritise public open spaces ensuring equitable distribution and access.
- Ensure places respond to the needs and aspirations of people and communities.
- Create attractive buildings that are inclusive to the local and wider community.
- Align to the demographic of the community.
- Retail and commercial spaces should be unique and vibrant to attract people creating a destination experience.
- Delivering a successful place that will contribute to the community's health and well being
- Diverse and interesting retail experience that align with community needs, whilst being attractive and interesting.

#### Informing planning controls:

##### Housing

- Provide affordable housing choices.
- Residential infrastructure should be mixed use in the town centre.
- Diverse housing options that provide a balance.

- Sensible approach to residential housing.

#### Open space

- Designated open space should be well connected and accessible.
- Equitable distribution of public open space.
- Provide amenities for community benefit including sporting facilities, walking tracks and public swimming pools.
- Connect to existing space.
- Offer public amenities within designated open public space.
- Parking amenities to provide opportunities to enhance usability and align within community needs.
- Elements of public artwork that engage with the heritage of Leppington and Indigenous ties.
- Provide increased canopy cover along the public streets.

#### Movement

- The movement networks should be well connected to support the town centre and neighbourhood catchment
- Provide coherence between public spaces and the urban environment.
- Increase the ability to walk and cycle to local services, retail and public space.
- Retail and commercial
- Integrate alfresco dining opportunities to provide spaces for public to enjoy.
- Wide Shared Streets.
- Integrate within new residential infrastructure.
- Infrastructure height restrictions should be appropriately discussed to ensure local character is not diminished.

#### Education

- Education facilities were suggested particularly during engagement with schools.
- New high schools and tertiary education were highlighted during engagement.
- A traditional indigenous learning space was also highlighted as a gap in educational provision.

#### Sustainability

- Sustainable technologies should be promoted through incentives and prescriptive design requirements.
- Sustainable initiatives suggested to be applied included solar powered street lighting and co-op resource sharing.

#### Sense of place

- Initiatives to improve Leppington Town Centre are mostly regarding public domain and public artwork.

- The indigenous culture and heritage influence should be celebrated.
- Character retail and entertainment is considered ways to improve Leppington's sense of place and add vibrancy.

The Preliminary Community Engagement Report will be used to inform the vision and local character statement for Leppington Town Centre. To form a clear strategic vision for the centre that effectively and accurately informs the planning controls for the area.

## Future Generation Engagement

### Leppington Public School

An engagement session was held on 19 March 2021 at Leppington Public School with approximately 45 students in grade 6. It was critical to gain the insight of students as some of them are likely going to live and work in the Town Centre as adults.

- Big Idea for Leppington - students were asked to think about a 'big idea' for Leppington and these ideas were divided into common themes as listed below.
  - Shops and businesses
  - Recreational activities
  - Cultural and tourist attractions
  - Community facilities
  - Educational facilities
- Open Space Ideas – students provided ideas for what to provide in open spaces as listed below.
  - 'Adventure based' - parkour courses, extreme bungee jumping, tree or rock climbing and flying fox ziplines.
  - Skate and bike parks.
  - Natural environments – dog parks, specific trees and flowers, bird houses and duck/fishponds.
  - Sports fields – multipurpose fields and arenas for future Olympics games,
  - Kiosk style food – ice cream vans.
- Dream Job – students were asked what they wanted to do for a career and how they imagined they would travel to work.
  - The students provided 93 jobs over a broad range of industries including police officer, doctor, YouTuber, lawyer, nurse, gamer, vet, soccer player, teacher, accountant, engineer and more.
  - Most professions chosen will require further education beyond high school such as TAFE or university.
  - Most students said they most likely would use a private vehicle including possible an electrical vehicle. Other answers included public transport, working from home and via aeroplane noting the Western Sydney Airport will be close to the Town Centre.



## Public Exhibition

Council will seek further engagement with the community during the formal exhibition period, should this proposal receive Councillor and a DPE support, in accordance with EP&A Act and Regulations requirements.

# Part 6 – Project Timeline

and stages

## Part 6 – Project Timeline

The table below indicates the expected timeline for the process of considering and implementing the Planning Proposal and is based on the Department of Planning and Environments benchmark timeframes for complex planning proposals.

**Table 6: Leppington Town Centre Planning Proposal Project Timeline**

Stage	Action	Timeframe
Stage 1 – Pre-lodgement	Pre-lodgement meetings with Department and Agencies	Complete
Stage 2 – Planning Proposal	Report to Camden and Liverpool Local Planning Panels	Complete
	Report to Camden and Liverpool Council Meetings	26 October and 8 November 2022
Stage 3 - Gateway determination	Submission of Planning Proposal to Department for Gateway determination	15 November 2022
	Issue of Gateway determination	9 January 2023
Stage 4 – Post-Gateway	Consultation with authorities and government agencies	9 January 2023
	Any additional technical studies and contribution plan infrastructure schedules	30 January 2023
Stage 5 – Public Exhibition & Assessment	Commence public exhibition and consultation	3 April 2023
	Close of public exhibition and submissions	15 May 2023
	Review of submissions, consideration of issues raised and recommended changes to proposal	26 June 2023
	Report to Camden and Liverpool Council meetings with recommendation	8 and 30 August 2023
Stage 6 - Finalisation	Planning proposal package to the Department to finalise the SEPP Amendment	7 September 2023

	Finalisation report and instructions to draft the SEPP Amendment and mapping	November 2023
	Making of SEPP Amendment and Town Centre Precinct Plan by the Minister	December 2023

# Part 7 – Conclusion



## Part 7 – Conclusion

This draft Planning Proposal seeks amendments to the Growth Centres SEPP, including introducing a new Appendix for Leppington Town Centre and amended mapping. Further amendments are required to the Growth Centres Development Control Plan Schedule 2 Leppington Major Centre to facilitate cohesive development in accordance with the proposed Indicative Layout Plan.

The proposal demonstrates planning merit by meeting the directions of:

- Greater Sydney Regional Plan,
- Western City District Plan,
- Camden Local Strategic Planning Statement,
- Camden Community Strategic Plan,
- Section 9.1 Ministerial Directions,
- State Environmental Planning Policies; and
- State Regional Environmental Plans.

The planning proposal will result in the following expected outcomes being achieved for the Leppington Town Centre:

- 10,500-11,000 new apartment and town homes over the next 20 years and capacity for more than 30,000 homes in the longer term
- Over 150,000m<sup>2</sup> of gross leasable retail floorspace including regional retail anchors and major cultural and entertainment space
- 121 ha employment land and up to 160,000m<sup>2</sup> of industrial and business enterprise space
- Over 140,000m<sup>2</sup> of commercial, health, education and other employment floor space
- 11,000 jobs and services for people living in the centre and surrounding District growth area between the Western Sydney Parklands and the Aerotropolis
- 81.4 Ha of new public open space including town squares north and south of the rail station, green corridors and local parks
- New urban streets and public domain, ranging from town centre streets to local streets, privately maintained plazas, pedestrian laneways and through site links
- A new high school, new selective high school, new primary school, and expansion of Leppington Primary School
- Mixed-use development with retail and commercial office space concentrated in the centre core
- An urban centre environment with high rise buildings ranging between 12 and 28 storeys in the centre core, and scaling down to mid-rise and low-rise in the frame area fringe
- A highly sustainable and heat-resilient urban environment with a diversity of housing size and affordability

This proposal is the result of collaboration with:

- Liverpool and Camden Councils
- NSW Department of Planning and Environment
- Greater Sydney Commission
- Public agencies:
  - Transport for NSW
  - Schools Infrastructure NSW
  - NSW Health
  - Sydney Water
  - Landcom
- Experienced consultants:
  - Mecone – urban strategy and implementation planning
  - LFA – urban design and built form analysis
  - Turf Design Studio – public domain and landscape analysis
  - WT Partnership – infrastructure costing
  - Hill PDA – market demand analysis
  - Elton Consulting – social infrastructure and open space analysis
  - Mott McDonald – utilities assessment
  - Building Code & Bushfire Hazard Solutions – bushfire assessment

This proposal seeks the concurrence of both Liverpool City and Camden Councillors.

The draft Planning Proposal has been prepared in accordance with Section 3.33 of the EPA Act 1979. Amendments to the Growth Centres SEPP and Growth Centres DCP Schedule 2 are the most appropriate method to achieve the objectives of this draft Planning Proposal.

The draft Planning Proposal will have a positive outcome for the community and complement the existing land use of the surrounding area. It will provide feasibility for development and enable the realisation of the Strategic Centre vision for Leppington Town Centre.

# Part 8 – Appendices

## Part 8 – Appendices

Appendix 1: Draft SEPP Provisions (Divisions and Schedules)

Appendix 2: Draft SEPP Mapping

Appendix 3: Greater Sydney Region Plan - Directions and Objectives Alignment

Appendix 4: Western City District Plan - Planning Priorities and Objectives Alignment

Appendix 5: Camden Local Strategic Planning Statement 2020 and Community Strategic Plan 2022 Alignment

Appendix 6: Connected Liverpool Local Strategic Planning Statement 2021 Alignment

Appendix 7: State Environmental Planning Policies Consistency

Appendix 8: Section 9.1 Directions Assessment

Appendix 9: Making the Western Sydney Parkland City Consistency

Appendix 10: Leppington Town Centre Urban Design Report - LFA (2019)

Appendix 11: Leppington Town Centre Utilities Assessment – Mott Macdonald (September 2022)

Appendix 12: Leppington Town Centre Social Infrastructure and Open Space Assessment – Elton Consulting (September 2022)

Appendix 13: Leppington Town Centre and Precinct Traffic Modelling Report – ARUP (May 2021)

Appendix 14: Leppington Town Centre – Housing and Market Demand Analysis – Hill PDA (April 2021)

Appendix 15: Leppington Town Centre – Retail and Employment Analysis – Hill PDA (April 2021)

Appendix 16: Designing Leppington – LFA & Turf Design Studio (September 2022)

Appendix 17: Leppington Town Centre – Proposed Growth Centres Development Control Plan

# Appendix 1 – Draft SEPP Provisions

Draft Leppington Town Centre Precinct Plan –  
SEPP (Precincts—Western Parkland City) 2021



## Part 1 Preliminary

### 1.1 Name of Precinct Plan

This Precinct Plan is the *(draft) Leppington Town Centre Precinct Plan 2021*.

### 1.2 Aims of Precinct Plan

The aims of this Precinct Plan are as follows—

- (a) to make development controls that will ensure the creation of quality environments and good design outcomes,
- (b) to protect and enhance environmentally sensitive natural areas and cultural heritage,
- (c) to provide for recreational opportunities,
- (d) to provide for multifunctional and innovative development that encourages employment and economic growth,
- (e) to promote housing choice and affordability,
- (f) to provide for sustainable development,
- (g) to promote pedestrian and vehicle connectivity,
- (h) to minimise the impact on existing and future communities of the full range of risks posed by natural hazards such as bushfires and flooding.

*Note: Objective (h) is new to Liverpool part of Leppington Town Centre.*

### 1.3 Land to which Precinct Plan applies

This Precinct Plan applies to land within the Leppington Town Centre, within the suburbs of Leppington, Austral and Rossmore as shown on the [Land Application Map](#).

**Note—**

The [Land Application Map](#) differs from the [Precinct Boundary Map](#) and, as such, this Precinct Plan does not apply to all the land within the Catherine Fields Precinct, East Leppington Precinct, Leppington North Precinct, Leppington Precinct or Lowes Creek Maryland Precinct (as shown on the [Precinct Boundary Map](#)).

### 1.4 Definitions

In this Precinct Plan—

**Council** means Camden Council *or* Liverpool City Council *as is relevant to the Local Government Area in which the site is located*.

**Maximum Dwellings Map** means the [State Environmental Planning Policy \(Western Parkland City\) 2021 Leppington Town Centre Precinct Maximum Dwellings Map](#).

### 1.5 Notes

Notes in this Plan are provided for guidance and do not form part of this Plan.

### 1.6 Consent authority

The consent authority for the purposes of this Precinct Plan is (subject to the Act) the Council.

## 1.8 Repeal of other local planning instruments applying to land

- (1) All local environmental plans and deemed environmental planning instruments applying only to the land to which this Precinct Plan applies are repealed.
- (2) All local environmental plans and deemed environmental planning instruments applying to the land to which this Precinct Plan applies and to other land cease to apply to the land to which this Precinct Plan applies.

### Note—

*Camden Local Environmental Plan 2010* and *Liverpool LEP 2008* cease to apply to the land to which this Precinct Plan applies.

- (3) This section does not affect the operation of other provisions of this State environmental planning policy.

## 1.8A Savings provision relating to pending development applications

If a development application has been made before the commencement of this Precinct Plan in relation to land to which this Precinct Plan applies and the application has not been finally determined before that commencement, the application must be determined as if this Precinct Plan had not commenced.

## 1.9 Application of SEPPs

- (1) This Precinct Plan is subject to the provisions of any State environmental planning policy that prevails over this Precinct Plan as provided by section 3.28 of the Act.

## 1.9A Suspension of covenants, agreements and instruments

- (1) For the purpose of enabling development on land in any zone to be carried out in accordance with this Precinct Plan or with a consent granted under the Act, any agreement, covenant or other similar instrument that restricts the carrying out of that development does not apply to the extent necessary to serve that purpose.
- (2) This section does not apply—
  - (a) to a covenant imposed by the Council or that the Council requires to be imposed, or
  - (b) to any relevant instrument within the meaning of section 13.4 of the *Crown Land Management Act 2016*, or
  - (c) to any conservation agreement within the meaning of the *National Parks and Wildlife Act 1974*, or
  - (d) to any Trust agreement within the meaning of the *Nature Conservation Trust Act 2001*, or
  - (e) to any property vegetation plan within the meaning of the *Native Vegetation Act 2003*, or
  - (f) to any biobanking agreement within the meaning of Part 7A of the *Threatened Species Conservation Act 1995*, or
  - (g) to any planning agreement within the meaning of Division 7.1 of the Act.
- (3) This section does not affect the rights or interests of any public authority under any registered instrument.
- (4) Under section 28 of the Act, the Governor, before the making of this section, approved of subsections (1)–(3).

## Part 2 Permitted or prohibited development

### 2.1 Land use zones

The land use zones under this Precinct Plan are as follows—

#### Residential Zones

R3 Medium Density Residential

R4 High Density Residential

#### Business Zones

B3 Commercial Core

B4 Mixed Use

B5 Business Development

#### Industrial Zones

IN2 Light Industrial

#### Special Purpose Zones

SP2 Infrastructure

#### Recreation Zones

RE1 Public Recreation

RE2 Private Recreation

Note: The B7 Business Park and RU6 Transition zones are removed as they will no longer be applied anywhere within the Leppington Town Centre Precinct. The R2 Low Density Residential, B1 Neighbourhood Centre and B2 Local Centre zones do not currently apply to any land in the Town Centre and are not proposed. The E2 Environmental Conservation and E4 Environmental Living zones are not proposed. The B4 Mixed Use zone is new to Liverpool part of the Leppington Town Centre and proposed to apply to the northern side of Bringelly Road and adjacent to the open space aquatic recreation facility.

### 2.2 Zoning of land to which Precinct Plan applies

For the purposes of this Precinct Plan, land is within the zones shown on the [Land Zoning Map](#).

### 2.3 Zone objectives and Land Use Table

(1) The Land Use Table at the end of this Part specifies for each zone—

- (a) the objectives for development, and
  - (b) development that may be carried out without consent, and
  - (c) development that may be carried out only with consent, and
  - (d) development that is prohibited.
- (2) The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.
- (3) In the Land Use Table at the end of this Part—

- (a) a reference to a type of building or other thing is a reference to development for the purposes of that type of building or other thing, and
- (b) a reference to a type of building or other thing does not include (despite any definition in this Policy) a reference to a type of building or other thing referred to separately in the Table in relation to the same zone.

(4) This section is subject to the other provisions of this Precinct Plan.

**Notes—**

- 1 Schedule 1 sets out additional permitted uses for particular land.
- 2 Section 2.6 requires consent for subdivision of land.
- 3 Part 5 contains other provisions that require consent for particular development.
- 4 Part 6 sets out additional permitted uses for particular land.

## 2.4 Unzoned land

- (1) Development may be carried out on unzoned land only with consent.
- (2) Before granting development consent, the consent authority—
  - (a) must consider whether the development will impact on adjoining zoned land and, if so, consider the objectives for development in the zones of the adjoining land, and
  - (b) must be satisfied that the development is appropriate and is compatible with permissible land uses in any such adjoining land.

## 2.5 Additional permitted uses for particular land

- (1) Development on particular land that is described or referred to in Schedule 1 to this Appendix may be carried out—
  - (a) with consent, or
  - (b) if the Schedule so provides—without development consent,
    - in accordance with the conditions (if any) specified in that Schedule in relation to that development.
- (2) This section has effect despite anything to the contrary in the Land Use Table at the end of this Part or other provision of this Precinct Plan.

## 2.6 Subdivision—consent requirements

Land to which this Precinct Plan applies may be subdivided, but only with development consent.

**Notes—**

- 1 If a subdivision is specified as exempt development in an applicable environmental planning instrument, for example this Precinct Plan or [State Environmental Planning Policy \(Exempt and Complying Development Codes\) 2008](#), the Act enables it to be carried out without development consent.
- 2 [State Environmental Planning Policy \(Exempt and Complying Development Codes\) 2008](#), Part 6 provides that the strata subdivision of a building in certain circumstances is **complying development**.

## 2.7 Demolition

The demolition of a building or work may be carried out only with development consent.

**Note—**

The demolition of certain buildings and works is identified in *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* as exempt development.

## 2.8 Temporary use of land

- (1) The objective of this section is to provide for the temporary use of land if the use does not compromise future development of the land, or have detrimental economic, social, amenity or environmental effects on the land.
- (2) Despite any other provision of this Precinct Plan, development consent may be granted for development on land in any zone for a temporary use for a maximum period of 180 days (whether or not consecutive days) in any period of 12 months.
- (3) Development consent must not be granted unless the consent authority is satisfied that—
  - (a) the temporary use will not prejudice the subsequent carrying out of development on the land in accordance with this Precinct Plan and this or any other applicable environmental planning instrument, and
  - (b) the temporary use will not adversely impact on any adjoining land or the amenity of the neighbourhood, and
  - (c) the temporary use and location of any structures related to the use will not adversely impact on environmental attributes or features of the land, or increase the risk of natural hazards that may affect the land, and
  - (d) at the end of the temporary use period, the site will, as far as is practicable, be restored to the condition in which it was before the commencement of the use.
- (4) Despite subsections (2), the temporary use of a dwelling as a sales office for a new release area or a new housing estate may exceed the maximum number of days specified in that subsection.
- (5) Subsection (3)(d) does not apply to the temporary use of a dwelling as a sales office mentioned in subsection (4).
- (6) This section does not prescribe a development standard that may be varied under this Precinct Plan.



## Land Use Table

### Zone RU6 Transition

Note: The RU6 Transition zone is removed as there are no longer any RU6 zones proposed within the Leppington Town Centre.

### Zone R2 Low Density Residential

Note: There are no R2 Low Density Residential zones proposed for the Leppington Town Centre.

### Zone R3 Medium Density Residential

#### 1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To support the well-being of the community by enabling educational, recreational, community, religious and other activities where compatible with the amenity of a medium density residential environment.

#### 2 Permitted without consent

Home-based child care; Home occupations

#### 3 Permitted with consent

**Attached dwellings**; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dual occupancies; Dwelling houses; Group homes; **Kiosks**; Manor homes; **Multi dwelling housing**; Neighbourhood shops; Places of public worship; Residential flat buildings; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Studio dwellings; Any other development not specified in item 2 or 4

Note: Attached dwellings and multi dwelling housing are currently permitted within the R3 Medium Density Residential zone in the Liverpool part, but are not specifically identified as permitted.

#### 4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat repair facilities; Boat sheds; Business premises; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Electricity generating works; Entertainment facilities; Extractive industries; Freight transport facilities; Function centres; Helipads; Highway service centres; Home occupations (sex services); Industries; Information and education facilities; Marinas; Moorings; Mortuaries; Office premises; Passenger transport facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Restricted premises; Retail premises; Rural supplies; Service stations; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots;

Truck depots; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Wholesale supplies

## **Zone R4 High Density Residential**

### **1 Objectives of zone**

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide for a high concentration of housing with good access to transport, services and facilities.
- To minimise the fragmentation of land that would prevent the achievement of high density residential development.

### **2 Permitted without consent**

Home-based child care; Home occupations

### **3 Permitted with consent**

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Home businesses; Hostels; Information and education facilities; Kiosks, Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop top housing

### **4 Prohibited**

Pond-based aquaculture; Tank-based aquaculture; Any other development not specified in item 2 or 3.

## **Zone B1 Neighbourhood Centre**

*Note: There are no B1 Neighbourhood Business zones proposed for the Leppington Town Centre.*

## **Zone B2 Local Centre**

*Note: There are no B2 Local Centre zones proposed for the Leppington Town Centre.*

## **Zone B3 Commercial Core**

### **1 Objectives of zone**

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.

- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.

## 2 Permitted without consent

Nil

## 3 Permitted with consent

Amusement centres; Building identification signs; Business identification signs; Business premises; Centre-based child care facilities; Community facilities; Drainage; Educational establishments; Emergency services facilities; Entertainment facilities; Environmental facilities; Environmental protection works; Flood mitigation works; Function centres; Group homes; Helipads; Heliports; Hotel or motel accommodation; Information and education facilities; Medical centres; Office premises; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Restricted premises; Retail premises; Roads; Shop top housing; Veterinary hospitals; Water recreation structures; Water recycling facilities; Waterbodies (artificial)

## 4 Prohibited

Any development not specified in item 2 or 3

## Zone B4 Mixed Use

### 1 Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To promote a high standard of urban design and public amenity and convenient urban living.
- To provide for residential and other accommodation that includes active non-residential uses at the street and lower levels of buildings.
- To facilitate active retail, commercial, entertainment and community uses at ground level of mixed use developments.
- To provide for residential development that contributes to the vitality of the local centre.
- To ensure an appropriate transition from the centre core around the station and that residential accommodation does not detract from the primary function of the centre being to provide for retail, business, cultural, entertainment and community uses.

### 2 Permitted without consent

Home-based child care; Home occupations

### 3 Permitted with consent

Backpackers' accommodation; Boarding houses; Business premises; Centre-based child care facilities; Community facilities; Creative industries; Educational establishments; Entertainment facilities; Exhibition homes; Function centres; Health services facilities; Hostels; Hotel or motel accommodation; Information and education facilities; Multi dwelling housing; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Retail premises; Roads; Seniors housing; Serviced apartments; Shop top housing; Any other development not specified in item 2 or 4

#### 4 Prohibited

Agriculture; Air transport facilities; Boat repair facilities; Boat sheds; Bulky goods premises; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Electricity generating works; Extractive industries; Forestry; Freight transport facilities; Home occupations (sex services); Industries; Mortuaries; Recreation areas; Recreation facilities (major); Research stations; Residential accommodation; Rural industries; Sewerage systems; Sex services premises; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Wholesale supplies

Note: The B4 Mixed Use zone is new to Liverpool part of the Leppington Town Centre.

### Zone B5 Business Development

#### 1 Objectives of zone

- To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres.

#### 2 Permitted without consent

Nil

#### 3 Permitted with consent

Artisan food and drink industries; Building identification signs; Bulky goods premises; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Creative industries; Drainage; Environmental facilities; Environmental protection works; Flood mitigation works; Food and drink premises; High technology industry; Hotel or motel accommodation; Landscaping material supplies; Liquid fuel depots; Office premises; Passenger transport facilities; Places of public worship; Public administration buildings; Pubs; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Restaurants or cafes; Roads; Self-storage units; Service stations; Timber and building supplies; Vehicle sales or hire premises; Warehouse or distribution centres

#### 4 Prohibited

Any development not specified in item 2 or 3

### Zone B7 Business Park

Note: The B7 Business Park zone is removed as there are no longer any B7 zones proposed within the Leppington Town Centre.

### Zone IN2 Light Industrial

#### 1 Objectives of zone

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

**2 Permitted without consent**

Nil

**3 Permitted with consent**

Agricultural produce industries; **Artisan food and drink industries**; Building identification signs; Business identification signs; Depots; Food and drink premises; Heliports; Hotel or motel accommodation; Industrial training facilities; Landscaping material supplies; Light industries; Neighbourhood shops; Roads; Any other development not specified in item 2 or 4

**4 Prohibited**

Agriculture; Air transport facilities; Amusement centres; Boat sheds; Bulky goods premises; Business premises; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Marinas; Moorings; Office premises; Public administration buildings; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sex services premises; Signage; Water recreation structures

**Zone SP2 Infrastructure****1 Objectives of zone**

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

**2 Permitted without consent**

Roads

**3 Permitted with consent**

The purpose shown on the [Land Zoning Map](#), including any development that is ordinarily incidental or ancillary to development for that purpose

**4 Prohibited**

Any development not specified in item 2 or 3

**Zone RE1 Public Recreation****1 Objectives of zone**

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.

**2 Permitted without consent**

Environmental protection works

**3 Permitted with consent**



Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Drainage; Environmental facilities; Flood mitigation works; Information and education facilities; Kiosks; Markets; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Restaurants or cafes; Roads; Take away food and drink premises; **Small bars**; Water recreation structures; Waterbodies (artificial)

#### **4 Prohibited**

Any development not specified in item 2 or 3

### **Zone RE2 Private Recreation**

#### **1 Objectives of zone**

- To enable land to be used for private open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.

#### **2 Permitted without consent**

Nil

#### **3 Permitted with consent**

Caravan parks; Community facilities; Drainage; Electricity generating works; Environmental facilities; Environmental protection works; Flood mitigation works; Information and education facilities; Kiosks; Recreation areas; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Restaurants or cafes; Roads; Signage; Water recycling facilities; Waterbodies (artificial)

#### **4 Prohibited**

Any development not specified in item 2 or 3

### **Zone E2 Environmental Conservation**

*Note: There are no E2 Environmental Conservation zones proposed for the Leppington Town Centre.*

### **Zone E4 Environmental Living**

*Note: There are no E4 Environmental Living zones proposed for the Leppington Town Centre.*

## Part 4 Principal development standards

### 4.1 Minimum subdivision lot size

- (1) The objectives of this section are as follows—
- (a) to ensure orderly and efficient use of land,
  - (b) to ensure a minimum lot size sufficient for development,
  - (c) to allow for a range of lot sizes that cater for a diversity of land uses and employment activities.
- (2) This section applies to a subdivision of any land shown on the [Lot Size Map](#) that requires development consent and that is carried out after the commencement of this Precinct Plan.
- (3) The size of any lot resulting from any such subdivision of land to which this section applies is not to be less than the minimum size shown on the [Lot Size Map](#) in relation to that land.
- (4) This section does not apply to the subdivision of land—
- (a) by the registration of a strata plan or strata plan of subdivision under the [Strata Schemes Development Act 2015](#), or
  - (b) by subdivision under the [Community Land Development Act 1989](#).

#### 4.1AA Subdivision resulting in lots between 225–300m<sup>2</sup>

- (1) This section applies to land in the Zone R3 Medium Density Residential.
- (2) Development consent may be granted to the subdivision of land to which this section applies resulting in the creation of a lot that has an area of less than 300m<sup>2</sup> (but not less than 225m<sup>2</sup>), if the consent authority is satisfied that the lot will contain a sufficient building envelope to enable the erection of a dwelling house on the lot.
- (3) This section does not apply to a subdivision that is the subject of a development application under section 4.1AD(2)(b), 4.1AE(2)(b) or 4.1AF.

#### 4.1A Minimum lot sizes for residential development in non-residential zones

- (1) The objectives of this section are as follows—
- (a) to establish minimum lot sizes for residential development **in non-residential zones**,
  - (b) to ensure that residential development results in the efficient use of land and contributes to the supply of new housing in the Leppington Town Centre and South West Growth Centre,
  - (c) to ensure that residential development has adequate usable areas for buildings and open space,
  - (d) to ensure that **high density residential and mixed use** development is compatible with the **planned future** character of the locality and surrounding residential areas.
- (2) This section applies to development on land for which no minimum lot size is shown on the [Lot Size Map](#).
- (3) The minimum lot size for residential **flat buildings or shop top housing** development of **more than 2 storeys** is 1,500m<sup>2</sup>.
- (4) This section does not apply to the land in Zone R3 Medium Density Residential or **R4 High Density Residential**.

**4.1AB Minimum lot sizes for residential development in Zone R3 Medium Density Residential and Zone R4 High Density Residential**

- (1) The objectives of this section are as follows—
  - (a) to establish minimum lot sizes for residential development in Zone R3 Medium Density Residential and Zone R4 High Density Residential,
  - (b) to ensure that residential development in the Leppington Town Centre Precinct results in the efficient use of land and contributes to the supply of new housing in the South West Growth Centre,
  - (c) to ensure that residential development has adequate usable areas for buildings and open space,
  - (d) to ensure that residential development in the Leppington Town Centre Precinct is compatible with the planned future character of the locality and with surrounding residential areas,
  - (e) to facilitate and encourage the provision of a range of residential housing types and sizes, in particular, residential flat buildings and shop top housing in the R4 High Density Residential zone.
- (2) This section applies to land in the following zones—
  - (a) Zone R3 Medium Density Residential,
  - (b) Zone R4 High Density Residential.
- (3) The minimum lot size for residential development on the land to which this section applies is set out in the table below.

Dwelling type	Minimum lot size	Minimum lot size
	R4 zone	R3 zone
Dwelling houses (detached)	Prohibited	300 square metres
Semi-detached dwellings	Prohibited	200 square metres
Dual occupancies	Prohibited	400 square metres
Attached dwellings	1,500 square metres	1,000 square metres
Multi dwelling housing	1,500 square metres	1,000 square metres
Residential flat buildings	1,500 square metres	1,500 square metres
Shop top housing	1,500 square metres	1,500 square metres

**4.1AC Minimum lot sizes for secondary dwellings and studio dwellings in Zone R3 Medium Density Residential**

- (1) This section applies to land in R3 Medium Density Residential.
- (2) The minimum lot size for a secondary dwelling on land in Zone R3 Medium Density Residential is 300m<sup>2</sup>.
- (3) The minimum lot size for a studio dwelling on land in Zone R3 Medium Density Residential is 200m<sup>2</sup>.

**4.1AD Exceptions to minimum lot sizes for dwelling houses**

- (1) This section applies to a lot in Zone R3 Medium Density Residential that has an area less than 300m<sup>2</sup> (but not less than 225m<sup>2</sup>).

- (2) Despite section 4.1AB(3), development consent may be granted to the erection of a dwelling house on a lot to which this section applies if—
  - (a) the lot results from a subdivision to which development consent has been granted in accordance with section 4.1AA and, in determining the development application for the erection of the dwelling house, the consent authority considers any information that it considered for the purposes of that section in determining the development application for that subdivision, or
  - (b) the development application is a single development application for development consisting of both of the following—
    - (i) the subdivision of land into 2 or more lots,
    - (ii) the erection of the dwelling house on one of the lots resulting from the subdivision.

#### **4.1AE Exceptions to minimum lot sizes for dwelling houses on other lots in Zone R2 Low Density Residential**

*Note: There are no R2 Low Density Residential zones proposed for the Leppington Town Centre.*

#### **4.1AF Exceptions to minimum lot sizes for dwelling houses on small lots**

- (1) This clause applies to the following lots—
  - (a) a lot in Zone R2 Low Density Residential that has an area less than 225m<sup>2</sup> (but not less than 200m<sup>2</sup>) if, on the **Residential Density Map**—
    - (i) the dwelling density (per hectare) in relation to the land is 20, or
    - (ii) the dwelling density range (per hectare) in relation to the land is 20–25,
  - (b) a lot in Zone R3 Medium Density Residential that has an area less than 225m<sup>2</sup> (but not less than 125m<sup>2</sup>).
- (2) Despite clause 4.1AB(3), development consent may be granted to the erection of a dwelling house on a lot to which this clause applies if the development application is a single development application for development consisting of both of the following—
  - (a) the subdivision of land into 2 or more lots,
  - (b) the erection of the dwelling house on one of the lots resulting from the subdivision.

#### **4.1AG Minimum lot sizes in split zones**

- (1) This section applies to each lot that contains land in Zone R3 Medium Density Residential **or Zone R4 High Density Residential** and land in any other zone.
- (2) For the purposes of sections 4.1AA–4.1AF, a reference to the area of a lot—
  - (a) in relation to land in Zone **R3 Medium** Density Residential, means the area of that part of the lot that is in Zone **R3 Medium** Density Residential, and
  - (b) in relation to land in Zone **R4 High** Density Residential, means the area of that part of the lot that is in Zone **R4 High** Density Residential, and
  - (c) does not include any part of the lot that is in any other zone.

#### 4.1B Residential density

- (1) The objectives of this section are—
  - (a) to establish density requirements for residential development, and
  - (b) to ensure residential development makes efficient use of land and infrastructure and contributes to the availability of new housing, and
  - (c) to ensure the scale of residential development is compatible with the planned future character of the precinct and adjoining land.
- (2) The consent authority must not grant development consent to residential development on land for which a dwelling density range is shown on the [Residential Density Map](#) if the development will result in the density of dwellings on the land being less than the minimum density specified by the dwelling density range.
- (3) This section has effect despite anything to the contrary in another provision of this Precinct Plan.
- (4) In this section—

**density** means the ratio of the number of dwellings to the area of the land to be occupied by the residential development, including internal streets and half the width of the roads adjoining the development that provide vehicular access to the development, but excluding land that is not zoned for residential purposes.

#### 4.1BA Maximum number of dwellings on land—Leppington Precinct

*Note: Section 4.1BA does not apply to any part of the Leppington Town Centre.*

#### 4.2 Rural subdivision

*Note: Section 4.2 relates to rural subdivision in the RU6 Transition zone which is proposed to be removed from the Leppington Town Centre Precinct.*

#### 4.3 Height of buildings

- (1) The objectives of this section are as follows—
  - (a) to establish the maximum height of buildings,
  - (b) to minimise visual impact and protect the amenity of adjoining development and land in terms of solar access to buildings and open space,
  - (c) to facilitate higher density development in and around commercial centres and major transport routes.
- (2) The height of a building on any land is not to exceed the maximum height shown for the land on the [Height of Buildings Map](#).

#### 4.4 Floor space ratio

- (1) The objective of this section is to control the bulk and scale of buildings by setting maximum floor space ratios for development.



- (2) The floor space ratio for a building on any land is not to exceed the maximum floor space ratio shown for the land on the [Floor Space Ratio Map](#).

#### 4.5 Calculation of floor space ratio and site area

- (1) **Objectives** The objectives of this section are as follows—

- (a) to define **floor space ratio**,
- (b) to set out rules for the calculation of the site area of development for the purpose of applying permitted floor space ratios, including rules to—
  - (i) prevent the inclusion in the site area of an area that has no significant development being carried out on it, and
  - (ii) prevent the inclusion in the site area of an area that has already been included as part of a site area to maximise floor space area in another building, and
  - (iii) require community land and public places to be dealt with separately.

- (2) **Definition of “floor space ratio”** The **floor space ratio** of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.

- (3) **Site area** In determining the site area of proposed development for the purpose of applying a floor space ratio, the **site area** is taken to be—

- (a) if the proposed development is to be carried out on only one lot, the area of that lot, or
- (b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out.

In addition, subsections (4)–(7) apply to the calculation of the site area for the purposes of applying a floor space ratio to proposed development.

- (4) **Exclusions from site area** The following land must be excluded from the site area—

- (a) land on which the proposed development is prohibited, whether under this Precinct Plan or any other law,
- (b) community land or a public place (except as provided by subsection (7)).

- (5) **Strata subdivisions** The area of a lot that is wholly or partly on top of another or others in a strata subdivision is to be included in the calculation of the site area only to the extent that it does not overlap with another lot already included in the site area calculation.

- (6) **Only significant development to be included** The site area for proposed development must not include a lot additional to a lot or lots on which the development is being carried out unless the proposed development includes significant development on that additional lot.

- (7) **Certain public land to be separately considered** For the purpose of applying a floor space ratio to any proposed development on, above or below community land or a public place, the site area must only include an area that is on, above or below that community land or public place, and is occupied or physically affected by the proposed development, and may not include any other area on which the proposed development is to be carried out.

- (8) **Existing buildings** The gross floor area of any existing or proposed buildings within the vertical projection (above or below ground) of the boundaries of a site is to be included in the calculation of the total floor space for the purposes of applying a floor space ratio, whether or not the proposed development relates to all of the buildings.

- (9) **Covenants to prevent “double dipping”** When development consent is granted to development on a site comprised of 2 or more lots, a condition of the consent may require a covenant to be registered that prevents the creation of floor area on a lot (**the restricted lot**) if the consent authority is satisfied that an equivalent quantity of floor area will be created on another lot only because the site included the restricted lot.
- (10) **Covenants affect consolidated sites** If—
- (a) a covenant of the kind referred to in subsection (9) applies to any land (**affected land**), and
  - (b) proposed development relates to the affected land and other land that together comprise the site of the proposed development,
- the maximum amount of floor area allowed on the other land by the floor space ratio fixed for the site by this Precinct Plan is reduced by the quantity of floor space area the covenant prevents being created on the affected land.
- (11) **Definition** In this section, **public place** has the same meaning as it has in the [Local Government Act 1993](#).

#### 4.5A Shops—total gross floor area

*Note: Section 4.5A relates to shops in the B7 Business Park zone which is proposed to be removed from the Leppington Town Centre Precinct.*

#### 4.6 Exceptions to development standards

- (1) The objectives of this section are as follows—
- (a) to provide an appropriate degree of flexibility in applying certain development standards to particular development,
  - (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.
- (2) Development consent may, subject to this section, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this section does not apply to a development standard that is expressly excluded from the operation of this section.
- (3) Consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating—
- (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and
  - (b) that there are sufficient environmental planning grounds to justify contravening the development standard.
- (4) Development consent must not be granted for development that contravenes a development standard unless—
- (a) the consent authority is satisfied that—
  - (i) the applicant’s written request has adequately addressed the matters required to be demonstrated by subsection (3), and

- (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and
- (b) the concurrence of the Planning Secretary has been obtained.
- (5) In deciding whether to grant concurrence, the Planning Secretary must consider—
  - (a) whether contravention of the development standard raises any matter of significance for State environmental planning, and
  - (b) the public benefit of maintaining the development standard, and
  - (c) any other matters required to be taken into consideration by the Planning Secretary before granting concurrence.
- (6) Development consent must not be granted under this section for a subdivision of land in Zone RU1 Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone RU4 Primary Production Small Lots, Zone RU6 Transition, Zone R5 Large Lot Residential, Zone E2 Environmental Conservation, Zone E3 Environmental Management or Zone E4 Environmental Living if—
  - (a) the subdivision will result in 2 or more lots of less than the minimum area specified for such lots by a development standard, or
  - (b) the subdivision will result in at least one lot that is less than 90% of the minimum area specified for such a lot by a development standard.
- (7) After determining a development application made pursuant to this section, the consent authority must keep a record of its assessment of the factors required to be addressed in the applicant's written request referred to in subsection (3).
- (8) This section does not allow development consent to be granted for development that would contravene any of the following—
  - (a) a development standard for complying development,
  - (b) a development standard that arises, under the regulations under the Act, in connection with a commitment set out in a BASIX certificate for a building to which *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* applies or for the land on which such a building is situated,
  - (b1) section 4.1B,
  - (c) section 5.4.

#### **4.7 Commercial and active uses floor space ratios in Zone B4**

- (1) The objectives of this section are as follows—
  - (a) ensure active uses are provided at the street and lower levels of buildings to encourage the presence and movement of people,
  - (b) facilitate commercial premises and spaces in the B4 Mixed Use zone and promote the economic strength of mixed use development to contribute to employment and cater for changes in market demand.
  - (c) ensure capacity for a wide range of medical, cultural, entertainment, community and indoor recreation activities, in addition to retail, business and office uses, appropriate to a strategic centre which serves the needs of the local and wider community.

- (d) to achieve an appropriate mix of residential and non-residential uses with a greater concentration of activity and commercial space in closer proximity to existing and planned transport, services, facilities and public spaces. (2) This section applies to land in Zone B4 Mixed Use as identified on the Additional Local Provisions Area Map.
- (2) This section applies to land in Zone B4 Mixed Use as identified on the **Commercial and Active Uses Floor Space** map.
- (3) Any development on land to which this section applies containing residential accommodation or tourist and visitor accommodation must be mixed use development which also contains commercial and active uses.
- (4) Development consent must not be granted for development to which subsection (3) applies unless the commercial and active uses floor space ratio is at least the amount shown for the land on the **Commercial and Active Uses Floor Space** map.
- (5) In this section and section 4.8—

**commercial and active uses** means non-residential accommodation and non-tourist accommodation uses which generate movement and activity and provide employment and services and include any of the following—

- (a) commercial premises (retail, business and office premises)
- (b) entertainment facilities
- (c) amusement centres
- (d) information and education facilities
- (e) community facilities
- (f) recreation facilities (indoor)
- (g) health services facilities
- (h) education facilities
- (i) centre-based child care facilities
- (j) artisan food and drink industries
- (k) creative industry
- (l) high technology industry
- (m) function centres
- (n) registered clubs

**commercial and active uses floor space ratio** means the ratio of the gross floor area of that part of a building used or proposed to be used for commercial and active uses in a building on the site to the site area.

**site area** means the same as site area as determined under section 4.5.

## Part 5 Miscellaneous provisions

### 5.1 Relevant acquisition authority

- (1) The objective of this section is to identify, for the purposes of section 3.15 of the Act, the authority of the State that will be the relevant authority to acquire land reserved for certain public purposes if the land is required to be acquired under Division 3 of Part 2 of the [Land Acquisition \(Just Terms Compensation\) Act 1991 \(the owner-initiated acquisition provisions\)](#).

**Note—**

If the landholder will suffer hardship if there is any delay in the land being acquired by the relevant authority, section 23 of the [Land Acquisition \(Just Terms Compensation\) Act 1991](#) requires the authority to acquire the land.

- (2) The authority of the State that will be the relevant authority to acquire land, if the land is required to be acquired under the owner-initiated acquisition provisions, is the authority of the State specified below in relation to the land shown on the [Land Reservation Acquisition Map](#) (or, if an authority of the State is not specified in relation to land required to be so acquired, the authority designated or determined under those provisions).

Type of land shown on Map	Authority of the State
Zone RE1 Public Recreation and marked "Community facility"	Council
Zone RE1 Public Recreation and marked "Local open space"	Council
Zone SP2 Infrastructure and marked "Classified road"	Transport for NSW
Zone SP2 Infrastructure and marked "Local drainage"	Council
Zone SP2 Infrastructure and marked "Railway"	The corporation constituted under section 2.5 of the Act
Zone SP2 Infrastructure and marked "Local road"	Council
Zone SP2 Infrastructure and marked "Educational establishment"	Department of Education
Zone B4 Mixed Use and marked "Community facility"	Council
Zone B4 Mixed Use and marked "Health services facility"	Ministry of Health

- (3) Development on land acquired by an authority of the State under the owner-initiated acquisition provisions may, before it is used for the purpose for which it is reserved, be carried out, with development consent, for any purpose.

**Note—**

If land, other than land specified in the Table to subsection (2), is required to be acquired under the owner-initiated acquisition provisions, the Minister for Planning and Infrastructure is required to take action to enable the designation of the acquiring authority under this Part. Pending the designation of the acquiring authority for that land, the acquiring authority is to be the authority determined by order of the Minister for Planning and Infrastructure (see section 21 of the [Land Acquisition \(Just Terms Compensation\) Act 1991](#)).



## 5.2 Classification and reclassification of public land

- (1) The objective of this section is to enable the Council to classify or reclassify public land as “operational land” or “community land” in accordance with Part 2 of Chapter 6 of the [Local Government Act 1993](#).

**Note—**

Under the [Local Government Act 1993](#), “public land” is generally land vested in or under the control of a council (other than roads and certain Crown land). The classification or reclassification of public land may also be made by a resolution of the Council under section 31, 32 or 33 of the [Local Government Act 1993](#). Section 30 of that Act enables this Precinct Plan to discharge trusts on which public reserves are held if the land is reclassified under this Precinct Plan as operational land.

- (2) The public land described in Part 1 or Part 2 of Schedule 4 to this Appendix is classified, or reclassified, as operational land for the purposes of the [Local Government Act 1993](#).
- (3) The public land described in Part 3 of Schedule 4 to this Appendix is classified, or reclassified, as community land for the purposes of the [Local Government Act 1993](#).
- (4) The public land described in Part 1 of Schedule 4—
  - (a) does not cease to be a public reserve to the extent (if any) that it is a public reserve, and
  - (b) continues to be affected by any trusts, estates, interests, dedications, conditions, restrictions or covenants that affected the land before its classification, or reclassification, as operational land.
- (5) The public land described in Part 2 of Schedule 4, to the extent (if any) that it is a public reserve, ceases to be a public reserve when the description of the land is inserted into that Part and is discharged from all trusts, estates, interests, dedications, conditions, restrictions and covenants affecting the land or any part of the land, except—
  - (a) those (if any) specified for the land in Column 3 of Part 2 of Schedule 4, and
  - (b) any reservations that except land out of the Crown grant relating to the land, and
  - (c) reservations of minerals (within the meaning of the [Crown Land Management Act 2016](#)).

**Note—**

In accordance with section 30(2) of the [Local Government Act 1993](#), the approval of the Governor to subsection (5) applying to the public land concerned is required before the description of the land is inserted in Part 2 of Schedule 4 to this Appendix.

## 5.3 Development near zone boundaries

- (1) The objective of this section is to provide flexibility where the investigation of a site and its surroundings reveals that a use allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone.
- (2) This section applies to so much of any land that is within the relevant distance of a boundary between any 2 zones. The relevant distance is as follows—
  - (a) 10 metres between Zone RE1 Public Recreation and any other zone,
  - (b) 30 metres between any two zones excluding Zone RE1 Public Recreation,
- (3) This section does not apply to land proposed to be developed for the purpose of sex services premises or restricted premises.
- (4) Despite the provisions of this Precinct Plan relating to the purposes for which development may be carried out, consent may be granted to development of land to which this section applies for any

purpose that may be carried out in the adjoining zone, but only if the consent authority is satisfied that—

- (a) the development is not inconsistent with the objectives for development in both zones, and
  - (b) the carrying out of the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land, and
  - (c) if any part of the land is in Zone RE1 Public Recreation, the relevant acquisition authority for any land marked “Local open space” on the [Land Reservation Acquisition Map](#) consents to the development being on that land.
- (5) This section does not prescribe a development standard that may be varied under this Precinct Plan.

#### 5.4 Controls relating to miscellaneous permissible uses

- (1) **Bed and breakfast accommodation** If development for the purposes of bed and breakfast accommodation is permitted under this Precinct Plan, the accommodation that is provided to guests must consist of no more than 3 bedrooms.

**Note—**

Any such development that provides for a certain number of guests or rooms may involve a change in the class of building under the *Building Code of Australia*.

- (2) **Home businesses** If development for the purposes of a home business is permitted under this Precinct Plan, the carrying on of the business must not involve the use of more than 50 square metres of gross floor area.
- (3) **Home industries** If development for the purposes of a home industry is permitted under this Precinct Plan, the carrying on of the home industry must not involve the use of more than 30 square metres of gross floor area.
- (4) **Industrial retail outlets** If development for the purposes of an industrial retail outlet is permitted under this Precinct Plan, the retail gross floor area must not exceed—
- (a) 40% of the combined gross floor area of the industrial retail outlet and the building or place on which the relevant industry is carried out, or
  - (b) 400 square metres,
- whichever is the lesser.
- (5) **Farm stay accommodation** If development for the purposes of farm stay accommodation is permitted under this Precinct Plan, the accommodation that is provided to guests must consist of no more than 3 bedrooms.
- (6) **Kiosks** If development for the purposes of a kiosk is permitted under this Precinct Plan, the gross floor area must not exceed 100 square metres.
- (7) **Neighbourhood shops** If development for the purposes of a neighbourhood shop is permitted under this Precinct Plan, the retail gross floor area must not exceed 100 square metres.
- (8) **Roadside stalls** If development for the purposes of a roadside stall is permitted under this Precinct Plan, the gross floor area must not exceed 8 square metres.
- (9) **Secondary dwellings** If development for the purposes of a secondary dwelling is permitted under this Precinct Plan, the total gross floor area of the dwelling (excluding any area used for parking) must not exceed whichever of the following is the greater—
- (a) 75 square metres,

- (b) 30% of the total gross floor area of both the self-contained dwelling and the principal dwelling.

### 5.5 Architectural roof features

- (1) The objectives of this section are—
  - (a) to ensure that architectural roof features are decorative elements only, and
  - (b) to ensure that the majority of the roof features are contained within the prescribed building height.
- (2) Development that includes an architectural roof feature that exceeds, or causes a building to exceed, the height limits set by section 4.3 may be carried out, but only with consent.
- (3) Development consent must not be granted to any such development unless the consent authority is satisfied that—
  - (a) the architectural roof feature—
    - (i) comprises a decorative element on the uppermost portion of a building, and
    - (ii) is not an advertising structure, and
    - (iii) does not include floor space area and is not reasonably capable of modification to include floor space area, and
    - (iv) will cause minimal overshadowing, and
  - (b) any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs and the like) contained in or supported by the roof feature is fully integrated into the design of the roof feature.

### 5.6 Conversion of fire alarms

- (1) This section applies to a fire alarm system that can be monitored by Fire and Rescue NSW or by a private service provider.
- (2) The following development may be carried out, but only with development consent—
  - (a) converting a fire alarm system from connection with the alarm monitoring system of Fire and Rescue NSW to connection with the alarm monitoring system of a private service provider,
  - (b) converting a fire alarm system from connection with the alarm monitoring system of a private service provider to connection with the alarm monitoring system of another private service provider,
  - (c) converting a fire alarm system from connection with the alarm monitoring system of a private service provider to connection with a different alarm monitoring system of the same private service provider.
- (3), (4) (Repealed)
- (5) In this section—

**private service provider** means a person or body that has entered into an agreement that is in force with Fire and Rescue NSW to monitor fire alarm systems.

### 5.7 Preservation of trees or vegetation

- (1) The objective of this section is to preserve the amenity of the area through the preservation of trees and other vegetation.

- (2) This section applies to species or kinds of trees or other vegetation that are prescribed for the purposes of this section by a development control plan made by the Planning Secretary.

**Note—**

A development control plan may prescribe the trees or other vegetation to which this section applies by reference to species, size, location or other manner.

- (3) A person must not ringbark, cut down, top, lop, remove, injure or wilfully destroy any tree or other vegetation to which any such development control plan applies without the authority conferred by—
- (a) development consent, or
  - (b) a permit granted by the Council.
- (4) The refusal by the Council to grant a permit to a person who has duly applied for the grant of the permit is taken for the purposes of the Act to be a refusal by the Council to grant consent for the carrying out of the activity for which a permit was sought.
- (5) This section does not apply to a tree or other vegetation that the Council is satisfied is dying or dead and is not required as the habitat of native fauna.
- (6) This section does not apply to a tree or other vegetation that the Council is satisfied is a risk to human life or property.
- (7) This section does not apply to or in respect of—
- (a) the clearing of native vegetation that is authorised by a development consent or property vegetation plan under the [Native Vegetation Act 2003](#) or that is otherwise permitted under Division 2 or 3 of Part 3 of that Act, or
  - (b) the clearing of vegetation on State protected land (within the meaning of section 4 of Schedule 3 to the [Native Vegetation Act 2003](#)) that is authorised by a development consent under the provisions of the [Native Vegetation Conservation Act 1997](#) as continued in force by that section, or
  - (c) trees or other vegetation within a State forest, or land reserved from sale as a timber or forest reserve under the [Forestry Act 1916](#), or
  - (d) action required or authorised to be done by or under the [Electricity Supply Act 1995](#), the [Roads Act 1993](#) or the [Surveying and Spatial Information Act 2002](#), or
  - (e) plants declared to be noxious weeds under the [Noxious Weeds Act 1993](#), or
  - (f) native vegetation retention areas to which section 6.2 of this Precinct Plan applies, or
  - (g) existing native vegetation areas to which section 6.3 of this Precinct Plan applies.

## 5.8 Heritage conservation

**Note—**

Heritage items (if any) are listed and described in Schedule 5 to this Precinct Plan. Heritage conservation areas (if any) are shown on the [Heritage Map](#) as well as being described in Schedule 5.

- (1) **Objectives** The objectives of this section are as follows—
- (a) to conserve environmental heritage,
  - (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
  - (c) to conserve archaeological sites,
  - (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

(2) **Requirement for consent** Development consent is required for any of the following—

(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)—

(i) a heritage item,

(ii) an Aboriginal object,

(iii) a building, work, relic or tree within a heritage conservation area,

(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 to this Precinct Plan in relation to the item,

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land—

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land—

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

(3) **When consent not required** However, development consent under this section is not required if—

(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development—

(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and

(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

(b) the development is in a cemetery or burial ground and the proposed development—

(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and

(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or

(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

(d) the development is exempt development.

(4) **Effect of proposed development on heritage significance** The consent authority must, before granting consent under this section in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subsection applies regardless of whether a heritage management document is



prepared under subsection (5) or a heritage conservation management plan is submitted under subsection (6).

- (5) **Heritage assessment** The consent authority may, before granting consent to any development—
  - (a) on land on which a heritage item is located, or
  - (b) on land that is within a heritage conservation area, or
  - (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.
- (6) **Heritage conservation management plans** The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this section.
- (7) **Archaeological sites** The consent authority must, before granting consent under this section to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the [Heritage Act 1977](#) applies)—
  - (a) notify the Heritage Council of its intention to grant consent, and
  - (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.
- (8) **Aboriginal places of heritage significance** The consent authority must, before granting consent under this section to the carrying out of development in an Aboriginal place of heritage significance—
  - (a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and
  - (b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.
- (9) **Demolition of nominated State heritage items** The consent authority must, before granting consent under this section for the demolition of a nominated State heritage item—
  - (a) notify the Heritage Council about the application, and
  - (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.
- (10) **Conservation incentives** The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Precinct Plan, if the consent authority is satisfied that—
  - (a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and
  - (b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and
  - (c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and

- (d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and
- (e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.

### 5.9 Bush fire hazard reduction

Bush fire hazard reduction work authorised by the [Rural Fires Act 1997](#) may be carried out on any land without consent.

**Note—**

The [Rural Fires Act 1997](#) also makes provision relating to the carrying out of development on bush fire prone land.

### 5.10 Infrastructure development and use of existing buildings of the Crown

- (1) This Precinct Plan does not restrict or prohibit, or enable the restriction or prohibition of, the carrying out of any development, by or on behalf of a public authority, that is permitted to be carried out without consent under [State Environmental Planning Policy \(Infrastructure\) 2007](#).
- (2) This Precinct Plan does not restrict or prohibit, or enable the restriction or prohibition of, the use of existing buildings of the Crown by the Crown.

## Part 6 Additional local provisions

### 6.1 Public utility infrastructure

- (1) The consent authority must not grant development consent to development on land to which this Precinct Plan applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.
- (2) In this section, **public utility infrastructure** includes infrastructure for any of the following—
  - (a) the supply of water,
  - (b) the supply of electricity,
  - (c) the disposal and management of sewage.
- (3) This section does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any public utility infrastructure referred to in this section.

### 6.2 Development controls—native vegetation retention areas and riparian protection areas

- (1) The objective of this section is to prevent the clearing of certain native vegetation.
- (2) This section applies to land—
  - (a) in a native vegetation retention area as shown on the [Native Vegetation Protection Map](#), or
  - (a) in a riparian protection area as shown on the [Riparian Protection Area Map](#).
- (3) This section does not apply to native vegetation that the Council is satisfied—
  - (a) is dying or dead and is not required as the habitat of native fauna, or
  - (b) is a risk to human life or property.
- (4) This section does not apply to any native vegetation—
  - (a) within a State forest, or within land reserved from sale as a timber or forest reserve under the [Forestry Act 1916](#), or
  - (b) declared to be noxious weeds under the [Noxious Weeds Act 1993](#).
- (5) A person must not clear native vegetation on land to which this section applies without—
  - (a) approval under Part 3A of the Act, or
  - (b) development consent.
- (6) Development consent under this section is not to be granted unless the consent authority is satisfied of the following in relation to the disturbance of native vegetation—
  - (a) that there is no reasonable alternative available to the disturbance of the native vegetation,
  - (b) that as little native vegetation as possible will be disturbed,
  - (c) that the disturbance of the native vegetation will not increase salinity,
  - (d) that native vegetation disturbed for the purposes of construction will be reinstated where possible on completion of construction,
  - (e) that the loss of remnant native vegetation caused by the disturbance will be compensated by revegetation on or near the land to avoid any net loss of remnant native vegetation,

- (f) that no more than 0.5 hectares of native vegetation will be cleared unless the clearing is essential for a previously permitted use of the land.
- (7) The consent authority must, when determining a development application in respect of the clearing of native vegetation on land within a zone under this Precinct Plan, have regard to the objectives for development in that zone.
- (8) This section does not apply to or in respect of action required or authorised to be done by or under the *Electricity Supply Act 1995*, the *Roads Act 1993*, the *Surveying and Spatial Information Act 2002* or the *Sydney Water Act 1994*.

### **~~6.3—Development controls—existing native vegetation~~**

Note: Section 6.3 not required due to Biodiversity and Conservation SEPP (2021) and Threatened Species Conservation Act 1995.

### **6.3 Restricted premises**

- (1) Development consent must not be granted to development for the purposes of restricted premises if the premises will be located on land that abuts, or is separated only by a road from land—
  - (a) in Zone R3 Medium Density Residential, **Zone R4 High Density Residential**, or Zone RE1 Public Recreation, or
  - (b) used for the purposes of a community facility, school or place of public worship.
- (2) In deciding whether to grant consent to development for the purposes of restricted premises, the consent authority must consider—
  - (a) the impact of the proposed development on places of high pedestrian activity, and
  - (b) the impact of the proposed development on land frequented by children for care, recreational or cultural purposes, and
  - (c) whether the appearance of the restricted premises is sufficiently discreet.

### **~~6.6—Maximum gross floor area for retail premises in Zone B2~~**

Note: Section 6.6 relates to the B2 Local Centre zone and there are no B2 zones proposed for the Leppington Town Centre.

### **~~6.6A—Maximum gross floor area for certain development in Lowes Creek Maryland Precinct and Zone B1~~**

Note: Section 6.6A does not apply to any part of the Leppington Town Centre.

### **~~6.7—Attached dwellings, manor homes and multi dwelling housing in Zone R2 Low Density Residential~~**

Note: Section 6.7 relates to the B2 Local Centre zone and there are no B2 zones proposed for the Leppington Town Centre.

#### 6.4 Studio dwellings

- (1) Development consent must not be granted to development for the purposes of studio dwellings unless the consent authority is satisfied—
  - (a) the garage above which the studio dwelling will be erected is located at the rear of the lot, and
  - (b) there will be direct access to the studio dwelling from a street or lane.
- (2) In deciding whether to grant development consent, the consent authority must consider the visual impact of the studio dwelling on the surrounding streetscape.

#### 6.5 Active street frontages

- (1) The objective of this section is to promote continuous economic activity and uses that attract pedestrian movement along ground floor street frontages in the core area of Leppington Town Centre.
- (2) This section applies to land within the area identified as 'Centre Core' on the **Commercial and Active Uses Floor Space** map.
- (3) Development consent must not be granted to the erection of a building, or a change of use of a building, on land to which this section applies unless the consent authority is satisfied that the building will have an active street frontage after its erection or a change of use.
- (4) Despite subsection (5), an active street frontage is not required for any part of a building that is used for any of the following—
  - (a) entrances and lobbies (including as part of a mixed use development),
  - (b) access for fire services or other essential services,
  - (c) vehicular access.

#### 6.6 Design excellence

- (1) The objective of this section is to deliver the highest standard of architectural, urban and landscape design.
- (2) This section applies to development on land within the Leppington Town Centre involving the erection of a new building or external alterations to an existing building that has, or will have, a height above ground level (existing) greater than 12 metres or 3 storeys.
- (3) Development consent must not be granted to development to which this section applies unless, in the opinion of the consent authority, the proposed development exhibits design excellence.
- (4) In considering whether development to which this section applies exhibits design excellence, the consent authority must have regard to the following matters—
  - (a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
  - (b) whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,
  - (c) whether the development will contribute to the resilience of outdoor public domain areas to urban heat by integration of trees, passive irrigation and water features into the landscape,
  - (d) whether the proposed development detrimentally impacts on view corridors,
  - (e) how the proposed development addresses the following matters—



- (i) the suitability of the land for development,
- (ii) the existing and proposed uses and use mix,
- (iii) any heritage issues and streetscape constraints,
- (iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,
- (v) the bulk, massing and modulation of buildings,
- (vi) street frontage heights,
- (vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind solar reflectivity, heat re-emission and heat rejection,
- (viii) the achievement of the principles of ecologically sustainable development,
- (ix) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,
- (x) the impact on, and any proposed improvements to, the public domain,
- (xi) the impact on any special character area,
- (xii) achieving appropriate interfaces at ground level between the building and the public domain,
- (xiii) excellence and integration of landscape design for the site and surrounds at street level, on roofs and terraces and on any green walls.

## 6.7 Public realm excellence

- (1) The objective of this section is to encourage:
  - (a) a high standard of urban and landscape design in public and semi-public spaces
  - (b) large canopy tree plantings in continuous linear plazas and continuous linear parks within street setback areas.
- (2) This section applies to development on land within the 'public realm excellence area' on the Public Realm Excellence Area map involving the erection of a new building or external alterations to an existing building.
- (3) Consent must not be granted to development to which this section applies unless, in the opinion of the consent authority, the proposed development exhibits public realm excellence, considering the following matters—
  - (a) whether the development will contribute to the public realm of the centre by provision of public access to, and public enjoyment of:
    - (i) public and semi-public spaces such as through site-pedestrian links
    - (ii) streetside linear plazas and streetside parks
    - (iii) continuous colonnade edges to public squares and spaces,
  - (b) whether the proposal has incorporated practical opportunities to provide continuous, legible and convenient public access, as well as meeting and resting spaces,
  - (c) whether the location, form, and landscape design of those spaces create a welcoming, comfortable place with a clear sense of public domain intended for both residents and the wider community,

- (d) whether a high standard of design, materials and detailing appropriate to the space and building interfaces with the space will be achieved,
- (e) whether the form and external appearance of the proposed development will improve the quality and amenity of the public realm,
- (f) whether the development will contribute to the resilience of the outdoor public realm to urban heat by measures such as integration of shade trees, passive irrigation and water features into the landscape.
- (4) Development consent must not be granted for development on land within a linear plaza building line area, as shown on the public realm excellence map, except for the following—
  - (a) development for the purposes of outdoor dining structures, shade structures, access stairs and ramps (within the public domain to gain access to a building façade/ building line and or to assist with level changes within the public domain), footpaths and paving, low retaining walls or fences (where seamless access from street cannot be achieved), landscaping works and structures, street furniture, outdoor play and recreation, public art, live performance space and mobile food carts and public utilities infrastructure.
  - (b) the alteration or rebuilding of an existing building wholly or partly in the linear plaza area that improves public access and public experience of the space,
  - (c) the erection of a building within the linear plaza area, if the levels, depth or other exceptional features of the site make it appropriate to do so without compromising the objectives of this section.
- (5) In this section—

**linear plaza building line area** means the area between the linear plaza building line and the adjacent street as shown on the Public Realm Excellence

Map <https://www.planningportal.nsw.gov.au/publications/environmental-planning-instruments/hunters-hill-local-environmental-plan-2012>.

**low retaining walls or fences** means retaining walls or fences which are not higher than one metre high, measured vertically at any point from the lower side ground level to the highest point of the structure.

**public utilities infrastructure** includes public utility undertakings (such as for the supply of water or energy) and telecommunications facilities.

## 6.8 Low carbon buildings

- (1) The objectives of this section are as follows:
  - (a) to encourage low carbon building design (form, layout and services) in the Leppington Town Centre that minimises the consumption of energy,
  - (b) to provide increased amenity to occupants over the long term,
  - (c) to ensure the increase in gross floor area is compatible with surrounding buildings in terms of bulk, height and amenity.
- (2) This section applies to development for the purposes of commercial premises, residential flat buildings, and mixed use development that includes residential shop top housing apartments or serviced apartments in B3, B4, R3 and R4 zones.
- (3) The floor space ratio of a development to which this section applies may exceed the floor space ratio set by sections 4.4, 4.7 and 4.8 by an additional amount of up to:

(a) 0.25:1 in R3 Medium Density Residential, R4 High Density Residential, B3 Commercial Core and B4 Mixed Use zones, but only if the consent authority is satisfied that the development will comprise low carbon buildings.

(4) **Low carbon building** means a building that:

(a) In the case of the commercial premises part of any building used for the purposes in Column 1 of the table, do not exceed the estimated annual energy emissions Column 2 of the table:

Column 1	Column 2
Retail premises and business premises (including as part of a mixed use development) – common areas only	< 52.8 kgCO <sub>2</sub> /m <sup>2</sup> /annum
Office premises (base building)	< 63.8 kgCO <sub>2</sub> /m <sup>2</sup> /annum

and

(b) In the case of the residential or serviced apartments part of any building, achieve the higher BASIX Energy standards (shown Column 2) above the minimum standards provided by State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004, for the corresponding building height (shown Column 1).

Column 1	Column 2
Building Height	Points above minimum BASIX standard
11-15 storeys	+25
16+ storeys	+20

(5) A report prepared by a suitably qualified and experienced consultant to the satisfaction of the Council must verify that:

(i) the necessary annual emissions intensity targets to meet the requirements under subsection (4) (a) at the time of application have been established and confirmed, and

(ii) the building will meet the annual energy performance targets established under subsection 4(a), has adequate allowance (including budget) in the design of the building and its services to meet these targets, and is committed to a post occupancy verification against the targets.

(6) In this section:

**BASIX** means a rating under State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.

## 6.9 Affordable community housing

(1) This section applies to development for shop top housing or residential flat buildings where at least 3% of the total gross floor area of the development that is intended to be used for residential dwellings will be:

(a) used for the purpose of affordable community housing in perpetuity, and

- (b) owned by a registered community housing provider or public housing provider.
- (2) The floor space ratio of a development to which this section applies may exceed the floor space ratio set by sections 4.4, 4.7 and 4.8 by an additional amount of up to:
  - (a) 0.25:1 for land zoned R3 Medium Density Residential or R4 High Density Residential; or
  - (b) 0.5:1 for land zoned B4 Mixed Use.
- (3) The amount of additional floor space permitted by subsection (2) is in addition to each other amount of additional floor space permitted by other sections in Part 6.
- (4) Development consent must not be granted under this section unless the consent authority is satisfied that satisfactory arrangements have been made for the ownership of this affordable community housing component of the development to be transferred to a registered community housing provider or public housing provider.
- (5) Subsection (3) does not apply to development on land owned by the Land and Housing Corporation or to a development application made by, or on behalf of, a public authority.
- (6) In this section—

**affordable community housing component**, in relation to development to which this section applies, means the dwellings used for the purposes of affordable community housing in accordance with subsection (1).

**registered community housing provider** has the same meaning as in the [Community Housing Providers \(Adoption of National Law\) Act 2012](#), section 13.

**public housing provider** means the following—

- (a) the Secretary of the Department of Communities and Justice,
- (b) the Land and Housing Corporation,
- (c) the Aboriginal Housing Office,
- (d) a local government authority that provides affordable housing.

## 6.10 Urban heat

- (1) The objective of this section is to ensure new development incorporates effective planning and design to reduce the impacts of urban heat, to help the community survive heatwaves and thrive in a warmer climate.
- (2) This section applies to all developments in residential, business, industrial, recreation and special purpose zones within the Leppington Town Centre to which this Part applies.
- (3) Before granting development consent, the consent authority must be satisfied that:
  - (a) The development makes adequate allowance for green infrastructure, including an appropriate contribution to tree canopy cover targets adopted by Council. This means allowing for sufficient deep soil and plantable area to encourage root development and minimise conflicts with utilities,
  - (b) Building roofs (other than green roofs) are designed as cool roofs, wherever they are not designed as green roofs or covered with solar panels,
  - (c) Building exteriors are designed to minimise heat impacts in their immediate surroundings, particularly where these spaces are frequented by people. This includes solar radiation reflected from façades, heat absorbed and re-radiated from walls and heat ejected from heating, ventilation and cooling systems,

- (d) Buildings are designed to achieve high passive thermal performance and reduce reliance on air conditioning to maintain comfortable and safe indoor conditions, even during heatwaves,
- (e) Public and private outdoor spaces that are accessible to residents, workers or the general public, including gardens, courtyards, parks, plazas and streetscapes, are designed as cool spaces,
- (f) The development makes a contribution, proportionate to its scale, to renewable energy supply and/or storage, which will reduce the peak demands on the grid during heatwaves, and
- (g) The development has access to an appropriate sustainable supply of non-potable water (e.g. rainwater, harvested stormwater or recycled water) to enable irrigation for cooling, even at times when drinking water use is restricted.
- (h) The development or work has demonstrated that shade trees are to be retained where practical, unless an AQF Level 5 Arborist has determined that the tree should not be preserved as it is dead, dying or may present as a hazard to human health if retained.
- (4) In this section:
  - (a) Green infrastructure includes all types of vegetation found in urban areas, including natives and exotic species, remnant and planted vegetation, trees, shrubs, grasses and groundcovers, vegetation in parks, streetscapes, public and private domain. It includes elements such as green walls and roofs, rain gardens, wetlands and swales, productive, ornamental and native gardens, trees, turfed areas, bushland and riparian vegetation.
  - (b) Cool roofs use materials of high reflectivity (particularly in the infrared and near infrared spectrum) and/or high thermal emittance (they easily re-radiate any absorbed solar energy).
  - (c) Passive thermal performance is achieved by designing with passive heating/cooling measures (such as orientation, natural ventilation, cool materials, external shading, glazing and appropriate use of thermal mass), to reduce the reliance on mechanical heating or cooling to maintain thermal comfort.
  - (d) Cool spaces in the outdoor environment (in both the public and private domain, including parks, streetscapes, plazas/public squares, private gardens, courtyards, balconies, outdoor work areas) are designed to implement principles that maximise human thermal comfort in outdoor environments, including:
    - (i) Maximising summer shading (e.g. via shade structures or tree canopy),
    - (ii) Minimising heat reflected from building walls and façades into pedestrian gathering or circulation areas,
    - (iii) Minimising heat input to pedestrian circulation areas from sources such as vehicles and building HVAC systems,
    - (iv) Maximising the amount of water retained in the landscape, including both rainfall intercepted and retained in soils, and the use of irrigation (using sustainable water supplies such as rainwater, harvested stormwater or recycled water) to maintain healthy vegetation and maximise evapotranspiration,
    - (v) Incorporating evaporative cooling systems such as water features or misting fans to create particular cool zones, and
    - (vi) Using permeable paving where possible and prioritising the use of cool paving materials wherever glare is not a constraint and there are potential cooling benefits.
  - (e) A tree which provides for canopy shading can be practically preserved when:
    - (i) The tree and its canopy are located wholly within a landscaped area, or



- (ii) Techniques such as underboring or provision of root barriers around utilities, footings, or foundations can reduce or remove any potential damage to public utility undertakings, and buildings, or
- (iii) The position of driveways, hard surfaces and other paved areas can be practically displaced or removed entirely to avoid removal of existing trees. or
- (iv) The development has not demonstrated, by means of building plans, or flood mitigation works, that cutting or filling of the land is necessary, which would subsequently result in the removal of trees, or
- (v) Minor articulation of the built form, location of proposed lot boundaries, or minor variations to the street alignment or design can otherwise retain shade trees.

# Appendix 2 – Draft SEPP Maps

Draft Leppington Town Centre Precinct Plan –  
SEPP (Precincts—Western Parkland City) 2021

# Appendix 3 – Greater Sydney Region Plan

Alignment with Objectives and Strategies

Greater Sydney Region Plan, Key Objectives and Strategies		
Objective	Strategy/Action	Comment
<b>Infrastructure and Collaboration</b>		
<b>Objective 1:</b> Infrastructure supports the three cities	Strategy 1.1 Prioritise infrastructure investments to support the vision of A Metropolis of Three Cities.  Strategy 1.2 Sequence growth across the three cities to promote north-south and east-west connections.	<p>Leppington Town Centre is a strategic centre that links the Eastern Harbour City and the Central River City to the Western Parkland city and the Western Sydney Aerotropolis.</p> <p>This Planning Proposal utilises current connections between Leppington and the three cities approach through increased accessibility to Leppington Train Station.</p> <p>The Planning Proposal has been developed taking into account the vision for the WSA and the proposed infrastructure associated with the Airport development.</p>
<b>Objective 2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact	Strategy 2.1 Align forecast growth with infrastructure.  Strategy 2.2 Sequence infrastructure provision across Greater Sydney using a place-based approach.	<p>Leppington Town Centre has been included in the draft Aerotropolis Place Infrastructure Compact (PIC) formally known as Aerotropolis Growth Infrastructure Compact (GIC).</p> <p>The Planning Proposal has been developed taking into account the proposed infrastructure developments associated with the WSA.</p> <p>The Planning Proposal will also be supported through the growth of the existing transport infrastructure to accommodate the future Leppington population consistent with the Future Transport Strategy 2056.</p> <p>Additional transportation options have been proposed including bus transit, dedicated bike lanes and pedestrian footpaths with high connectivity to Leppington Train Station.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on and</p>

		utilisation of public transport and active transport.
<b>Objective 3:</b> Infrastructure adapts to meet future needs	Strategy 3.1 Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans.	<p>The proposal takes advantage of the Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and housing.</p> <p>This Planning Proposal will be further supported through the growth of the existing transport infrastructure identified in the Future Transport Strategy 2056.</p> <p>Additional transportation options have been proposed in Leppington Town Centre including bus transit, dedicated bike lanes and pedestrian footpaths with high connectivity to Leppington Train Station.</p> <p>This proposal will ensure Leppington Town Centre is well placed to take advantage of the infrastructure proposed to support the development of WSA.</p>
<b>Objective 4:</b> Infrastructure use is optimised	Strategy 4.1 Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities.	<p>The Planning Proposal has been developed in order to maximise the use of existing public transport infrastructure, such as Leppington Train Station.</p> <p>Additional transportation options have been proposed including bus transit, dedicated bike lanes and pedestrian footpaths with high connectivity to Leppington Train Station.</p> <p>Leppington Town Centre is also well placed to take advantage of the infrastructure proposed to support the development of WSA.</p>
<b>Objective 5:</b> Benefits of growth realised by collaboration of	Action 1 Identify, prioritise and deliver Collaboration Areas	Leppington Town Centre is located in both Camden and Liverpool LGA, and this Planning Proposal involves collaboration



governments, community and business	Action 2 Coordinate land use and infrastructure for the Western City District	between both Councils and the DPIE.  Council have consulted with DPIE, state agencies, the Local Planning Panel, specialist consultants, landowners, developers, and the general community to develop the Planning Proposal.
<b>Liveability</b>		
<b>Objective 6:</b>  Services and infrastructure meet communities' changing needs.	Strategy 6.1 Deliver social infrastructure that reflects the needs of the community now and in the future.  Strategy 6.2 Optimise the use of available public land for social infrastructure	The Planning Proposal supports the development of services and social infrastructure required to meet the future community needs of the town centre and surrounding growth areas.  Provisions for a health and education hub have been included into the Leppington Town Centre and a local infrastructure strategy has been developed based on a social infrastructure needs assessment.  The infrastructure strategy includes provision for: <ul style="list-style-type: none"> <li>• A regional community and cultural facility</li> <li>• A regional indoor sports and aquatic centre</li> <li>• Local and regional open space</li> <li>• Local outdoor sports fields and courts</li> </ul>
<b>Objective 7:</b>  Communities are healthy, resilient and socially connected.	Strategy 7.1  Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by: <ul style="list-style-type: none"> <li>• providing walkable places at a human scale with active street life</li> </ul>	Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community.  Green streets, open space, pedestrian links and connections to local watercourses are key features of the Leppington Town Centre and contribute to walkability and active transport.

	<ul style="list-style-type: none"> <li>• prioritising opportunities for people to walk, cycle and use public transport</li> <li>• co-locating schools, health, aged care, sporting and cultural facilities</li> <li>• promoting local access to healthy fresh food and supporting local fresh food production</li> </ul>	
<b>Objective 8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods	Strategy 8.1 Incorporate cultural and linguistic diversity in strategic planning and engagement.  Strategy 8.2 Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.	<p>The proposal provides feasibility for residential and mixed use development to community facilities in the short to medium term. These community facilities, identified in the Delivering Leppington Infrastructure Strategy would cater for the needs of the local community, including culturally diverse communities, contributing to a cultural richness.</p> <p>The provision of business, retail and active space in mixed use zones will provide opportunities for a wide range of businesses and services that would support migrant and refugee communities</p>
<b>Objective 9:</b> Greater Sydney Celebrates the arts and supports creative industries and innovation	Strategy 9.1 Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including: <ul style="list-style-type: none"> <li>• arts enterprises and facilities and creative industries</li> <li>• interim and temporary uses</li> <li>• appropriate development of the night-time economy</li> </ul>	<p>This proposal supports a night-time economy within the town centre, with a dedicated laneway for small scale bars, restaurants and art gallery type businesses. The provision of business, retail and active space in mixed use zones will provide opportunities for a wide range of businesses and services, including affordable spaces for start-ups and cultural ventures.</p>
<b>Objective 10:</b> Greater housing supply	Action 3 Prepare housing strategies  Action 4 Develop 6–10 year housing targets	<p>The Planning Proposal seeks to increase and enhance housing supply and diversity within Camden LGA and Leppington Town Centre.</p> <p>Without the Planning Proposal, within the Camden LGA there is anticipated to be demand for 3,600 new households suitable for</p>

		<p>apartments between 2031-2036. The majority of these are anticipated to be in the Leppington Town Centre.</p> <p>In addition to apartments there is likely to be development of town houses or mixed forms of town houses and apartments largely in the fringe of the Leppington Town Centre. Assuming 20% of dwellings in the R3 zone is in the form of townhouses, 500-1,000 more townhouses can be expected by 2041.</p> <p>The Planning Proposal anticipates the development of 10,500 – 11,000 new dwellings within the Leppington Town Centre. 10,000 of these new dwellings will be apartments. As Sydney grows and land becomes scarce there will be further shifts towards apartment living. These dwellings will assist in reaching the housing targets identified for the Leppington Town Centre.</p> <p>The provision of affordable housing has been considered and incentive provisions have been proposed to enable a wider demographic of the community. This will allow greater access to residential accommodation within the town centre.</p>
<p><b>Objective 11:</b></p> <p>Housing is more diverse and affordable</p>	<p>Strategy 11.1 Prepare Affordable Rental Housing Target Schemes, following development of implementation arrangements.</p> <p>Strategy 11.2 State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing</p>	<p>The Planning Proposal proposes an incentive provision and sufficient heights to achieve 3% affordable housing in accordance with Council's targets. Bonus FSRs have been introduced in order to incentivise the provision of affordable housing within Leppington Town Centre.</p> <p>The Planning Proposal proposes the provision of 10,000 apartments and 500-1,000 townhouses in order to increase the diversity of housing within the Leppington Town Centre.</p>

<p><b>Objective 12:</b></p> <p>Great Places that bring people together</p>	<p>Strategy 12.1 Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:</p> <ul style="list-style-type: none"> <li>• prioritising a people-friendly public realm and open spaces as a central organising design principle</li> <li>• recognising and balancing the dual function of streets as places for people and movement</li> <li>• providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres</li> <li>• integrating social infrastructure to support social connections and provide a community hub</li> <li>• recognising and celebrating the character of a place and its people.</li> </ul> <p>Strategy 12.2 In Collaboration Areas, Planned Precincts and planning for centres:</p> <ul style="list-style-type: none"> <li>• investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking</li> <li>• ensure parking availability takes into account the level of access by public transport</li> <li>• consider the capacity for places to change and evolve, and accommodate diverse activities over time</li> <li>• incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations.</li> </ul>	<p>The proposal implements a place based planning review of Leppington Town Centre, supported by:</p> <ul style="list-style-type: none"> <li>• Designing Leppington Town Centre urban design and public domain strategy</li> <li>• Delivering Leppington Town Centre local infrastructure strategy</li> <li>• Leppington Town Centre Market Analysis</li> <li>• Draft Leppington Town Centre Development Control Plan and Indicative Layout Plan</li> </ul> <p>The planning and design principles that underpinned the review are consistent with the strategy for great places:</p> <ol style="list-style-type: none"> <li>a) Enable a wide range of activities and opportunities available in centres</li> <li>b) Concentrate residential density in mixed-use areas accessible to transport and services</li> <li>c) Collocate compatible uses for multi-destination trips, efficiency and innovation benefits</li> <li>d) Mix land uses and density to create high levels of activity, vibrancy and experiences</li> <li>e) Reinforce the role of the centre through form, function and intensity of land use and services</li> <li>f) Leverage public transport, roads and residential development to deliver commercial, cultural and services space for employment</li> <li>g) Respond to unique constraints and opportunities, including existing subdivision and ownership patterns</li> <li>h) Plan and prioritise development in stages over the shorter and longer term for economic and sustainable growth</li> </ol>
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		<p>i) Ensure land uses, built form and spaces are consistent with community needs and vision for places</p> <ul style="list-style-type: none"> <li>• Serviced, Vibrant, Affordable, Protected, and Community Focussed Land Use</li> <li>• Permeable, Legible, Accessible, Safe and Convenient Streets and Networks</li> <li>• Compact, Defined, Multifunctional, Interesting and Cohesive Urban Form</li> <li>• Diverse, Interconnected, Active and Attractive Public Spaces</li> <li>• Sustainable, Resilient, Safe and Sensitive Urban Environment</li> <li>• Planned, Sequenced, Multipurpose and Collocated Infrastructure</li> </ul> <p>The proposed planning provisions and associated DCP controls were developed considering:</p> <ul style="list-style-type: none"> <li>• lower parking provision (maximum rates) close to the train station</li> <li>• the flexibility to provide car parking above ground, sleeved by commercial</li> <li>• adaptability of above ground parking to commercial or active floor space</li> <li>• car share, electric charging and end of trip facilities</li> </ul>
<p><b>Objective 13:</b> Environmental heritage is identified, conserved and enhanced</p>	<ul style="list-style-type: none"> <li>• Strategy 13.1 Identify, conserve and enhance environmental heritage by: <ul style="list-style-type: none"> <li>• engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place</li> </ul> </li> </ul>	<p>Three local heritage items are identified within the Leppington Town Centre:</p> <ul style="list-style-type: none"> <li>• W V Scott War Memorial and park – 380 Bringelly Road, Lot 1173, DP 2475; Lot 1174, DP 1066228; Lot 1138, DP 2475 – Item no. 6</li> </ul>

	<ul style="list-style-type: none"> <li>• applying adaptive re-use and interpreting heritage to foster distinctive local places</li> <li>• managing and monitoring the cumulative impact of development on the heritage values and character of places.</li> </ul>	<ul style="list-style-type: none"> <li>• Leppington Public School – 142–144 Rickard Road, Lots 38E and 39C, DP 8979 – Item no. 9</li> <li>• Bringelly Road—cultural landscape – Between Cowpasture Road / Camden Valley Way and Kemps Creek Road reserve – Item no. 17</li> </ul> <p>All three of the items are in public ownership. Early engagement with the community and key agency stakeholders has been undertaken to understand their aspirations, value of the items and incorporation of the items into the planning for Leppington Town Centre.</p> <p>This Planning Proposal supports the preservation of existing local heritage items. The proposal preserves the Leppington Public School site, a local heritage item, and has created view corridors through the town centre that include the school.</p> <p>Appropriate to the conservation of their significance, all of the items are intended to continue to be used for the purposes that is associated with their significance. This is reflected in the zoning of the land on which items are located as follows:</p> <ul style="list-style-type: none"> <li>• Scott War Memorial and park – RE1 Public open space</li> <li>• Leppington Public School – SP2 Infrastructure (school)</li> <li>• Bringelly Road – SP2 Infrastructure (classified road)</li> </ul>
<b>Productivity</b>		
<b>Objective 14:</b> A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	Strategy 14.1 Integrate land use and transport plans to deliver the 30-minute city.  Strategy 14.2 Investigate, plan and protect future transport and infrastructure corridors.	Leppington Town Centre is a strategic centre that links the Eastern Harbour City and the Central River City to the Western Parkland city and greater access to the Western Sydney



	<p>Strategy 14.3 Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network</p>	<p>Aerotropolis as identified in Future Transport Strategy 2056.</p> <p>This proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and housing.</p> <p>This proposal will take advantage of Leppington Train Station to provide a highly connected and walkable 30-minute town centre as identified in Future Transport Strategy 2056.</p> <p>A direct train link to Western Sydney Airport ensures Leppington Town Centre further supports the Aerotropolis.</p>
<p><b>Objective 15:</b></p> <p>The Eastern GPOP and Western Economic Corridors are better connected and more competitive</p>	<p>Strategy 15.1 Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridors.</p> <p>Strategy 15.2 Prioritise transport investments that enhance access to the economic corridors and between centres within the corridors.</p> <p>Strategy 15.3 Co-locate health, education, social and community facilities in strategic centres along the economic corridors.</p>	<p>This draft Planning Proposal aides in facilitating the Western Economic Corridor through additional local and regional employment and economic opportunities.</p>
<p><b>Objective 16:</b></p> <p>Freight and logistics network is competitive and efficient</p>	<p>Strategy 16.1 Manage the interfaces of industrial areas, trade gateways and intermodal facilities.</p> <p>Strategy 16.2 Optimise the efficiency and effectiveness of the freight handling and logistics network.</p>	<p>The Planning Proposal provides for the delivery of freight and logistics networks proposed in the Future Transport Strategy 2056.</p> <p>Industrial areas have been located with consideration to greater access to the freight network without impacting the town centre.</p>
<p><b>Objective 17:</b></p> <p>Regional connectivity is enhanced</p>	<p>Strategy 17.1 Investigate and plan for the land use implications of</p>	<p>This draft Planning Proposal allows for the regional transportation needs in the town centre. The Town centre is</p>

	potential long-term regional transport connections.	integrated with the train station, including access to the station by public transport and cycling.
<p><b>Objective 20:</b></p> <p>Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</p>	<p>Strategy 20.1 Prioritise:</p> <ul style="list-style-type: none"> <li>public transport investments to improve north-south and east-west connections to the metropolitan cluster</li> <li>infrastructure investments, particularly those focused on access to the transport network, which enhance walkability within 2 kilometres of the metropolitan cluster or strategic centres or 10 minutes walking distance of a local centre</li> <li>infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within 5 kilometres of strategic centres or 10 kilometres of the metropolitan cluster.</li> </ul> <p>Strategy 20.2 Develop and implement land use and infrastructure plans for the Western Sydney Airport, the metropolitan cluster, the Western Sydney Employment Area and strategic centres in the Western Parkland City.</p>	<p>There is anticipated to be a shift in land use away from large format office/industry/enterprise land use to the Aerotropolis enterprise zones.</p> <p>Under the Planning Proposal the land use within the Leppington Town Centre will change from Business Park to mixed use living and service centre with employment opportunities associated with civic and judicial uses, health, recreation and educational uses.</p> <p>The Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development.</p> <p>Leppington Town Centre will also be directly connected to the proposed CSIRO research hub located within the Aerotropolis, providing housing and recreation close to STEM employment.</p>
<p><b>Objective 21:</b></p> <p>Internationally Competitive health, education, research and innovation precincts</p>	<p>Strategy 21.1 Develop and implement land use and infrastructure plans for health and education precincts.</p>	<p>This proposal will facilitate the development of cultural, educational, health and community needs for the region.</p> <p>The proposed B3 Commercial Core will support health, education and justice related jobs as identified within the body of this draft Planning Proposal.</p> <p>Leppington Town Centre will be directly connected to the proposed CSIRO research hub located within the Aerotropolis, providing housing and recreation close to STEM employment.</p>

<p><b>Objective 22:</b> Investment and business activity in centres</p>	<p>Strategy 22.1 Provide access to jobs, goods and services in centres by:</p> <ul style="list-style-type: none"> <li>• attracting significant investment and business activity in strategic centres to provide jobs growth</li> <li>• diversifying the range of activities in all centres</li> <li>• creating vibrant, safe places and a quality public realm</li> <li>• focusing on a human-scale public realm and locally accessible open space</li> <li>• balancing the efficient movement of people and goods with supporting the liveability of places on the road network</li> <li>• improving the walkability within and to centres</li> <li>• completing and improving a safe and connected cycling network to and within centres</li> <li>• improving public transport services to all strategic centres</li> <li>• conserving and interpreting heritage significance</li> <li>• designing parking that can be adapted to future uses</li> <li>• providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts</li> <li>• creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores</li> </ul>	<p>The Leppington Town Centre precinct is considered highly suitable for retail and office space, with strong suitability for both main street and bog box retail as well as higher density office buildings.</p> <p>The Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development. This development will fill local and regional employment and housing needs in an attractive and walkable town centre.</p> <p>Leppington Town Centre will be a key source of jobs for the region in the early 2020s and is expected to receive a majority of knowledge intensive employment.</p>
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	<p>informed by an assessment of their need.</p> <p>Strategy 22.2 Create new centres in accordance with the principles for Greater Sydney's centres.</p>	
<p><b>Objective 23:</b></p> <p>Industrial and urban services land is planned, retained and managed</p>	<p>Strategy 23.1 Retain, review and plan industrial and urban services land in accordance with the principles for managing industrial and urban services land.</p> <p>Strategy 23.1 Consider office development in industrial zones where it does not compromise industrial or urban services activities in the South and Western City Districts.</p>	<p>The Planning Proposal does not involve zoning change to any existing industrial or urban services operations. While it will result in some reduction in IN2 Industrial and B5 Business Development zoned land that is partly to accommodate additional RE1 Public Recreation open space areas. The proposal reduces the Business and Industrial zones by 85Ha, to a total area of 91.8Ha in response to a substantial over supply and under development of the current land use zoning that applies to the Centre. The actual projected commercial and industrial employment floor space is likely increase through residential mixed use development in the core of the Centre.</p> <p>It should also be noted that the existing Industrial zoning was flood affected and conflicted with opportunity to utilise the riparian and surrounding area of Kemps creek as a nature reserve, which could provide access along the creek for cyclists and pedestrians beyond the town centre.</p> <p>The B5 Business Development and IN2 Light Industrial zones are located on the fringes of the town centre with access to Bringelly Road and Camden Valley Way. These are two key road corridors that provide access to WSA and Aerotropolis, and interstate road networks through via the M5 and M7. This location will also reduce pedestrian conflict with heavy vehicle movements associated with these land uses.</p>

		<p>The Business and Industrial zones have been revised in accordance with recommendations from the Retail and Employment Analysis. Specialist studies have considered the regional context of Leppington in regard to supporting Western Sydney Airport and Aerotropolis, and found Leppington Town Centre has capacity for 156,000m<sup>2</sup> of gross leasable retail floorspace, 58.4ha of Industrial land and 102,000m<sup>2</sup> of commercial floor space by 2041.</p>
<p><b>Objective 24:</b> Economic sectors are targeted for success</p>	<p>Strategy 24.1 Consider the barriers to the growth of internationally competitive trade sectors including engaging with industry and assessing regulatory barriers.</p> <p>Strategy 24.2 Consider the following issues when preparing plans for tourism and visitation:</p> <ul style="list-style-type: none"> <li>• encouraging the development of a range of well designed and located facilities</li> <li>• enhancing the amenity, vibrancy and safety of centres and township precincts</li> <li>• supporting the development of places for artistic and cultural activities</li> <li>• improving public facilities and access</li> <li>• protecting heritage and biodiversity to enhance cultural and eco-tourism</li> <li>• supporting appropriate growth of the night-time economy</li> <li>• developing industry skills critical to growing the visitor economy</li> <li>• incorporating transport planning to serve the transport access needs of tourists.</li> </ul>	<p>The Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development.</p> <p>This proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and houses.</p> <p>The proposed B4 Mixed Use surrounds the B3 commercial core and will provide opportunities for retail and commercial uses as well as some residential capacity within the town centre.</p> <p>The proposed B3 Commercial Core will support health, education and justice related jobs as identified within the body of this draft Planning Proposal.</p> <p>Council has demonstrated consultation with State Agencies who can act as a catalyst to the above economic sectors and continue to provide support after development.</p> <p>A B5 Business Development zoned area will support bulky</p>

	<p>Strategy 24.4 Provide a regulatory environment that enables economic opportunities created by changing technologies</p>	<p>goods stores on the peripheries of the town centre.</p> <p>Leppington Town Centre will supply local and regional employment opportunities, including commercial opportunities to support the Western Sydney Aerotropolis.</p> <p>Leppington Town Centre will be directly connected to the proposed CSIRO research hub located within the Aerotropolis, providing housing and recreation close to STEM employment.</p>
<b>Sustainability</b>		
<p><b>Objective 25:</b></p> <p>The coast and waterways are protected and healthier</p>	<p>Strategy 25.1 Protect environmentally sensitive areas of waterways and the coastal environment area.</p> <p>Strategy 25.2 Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.</p> <p>Strategy 25.3 Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes.</p> <p>Strategy 25.4 Reinstate more natural conditions in highly modified urban waterways</p>	<p>The Planning Proposal has expanded the protection zoning around the three tributaries that cross Leppington Town Centre.</p> <p>The existing Industrial zoning was flood affected and conflicted with opportunity to utilise the riparian and surrounding area of Kemps creek as a nature reserve, which could provide access along the creek for cyclists and pedestrians beyond the town centre.</p> <p>Further open space has been provided along with streets acting as asset protection zones to better protect riparian areas and waterways.</p>
<p><b>Objective 26:</b></p> <p>A cool and green parkland city in the South Creek corridor</p>	<p>Strategy 26.1 Implement the South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City</p>	<p>The Planning Proposal seeks to utilise the South Creek watercourse corridor that transits through Leppington Town Centre.</p> <p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks</p>



		<p>and with provide east west cooling.</p> <p>Further links to the Western Sydney Parklands, and the WaterNSW Upper Canal have also been enabled through this proposal for regional connectivity.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney.</p>
<p><b>Objective27:</b></p> <p>Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p>	<p>Strategy 27.1 Protect and enhance biodiversity by:</p> <ul style="list-style-type: none"> <li>• supporting landscape-scale biodiversity conservation and the restoration of bushland corridors</li> <li>• managing urban bushland and remnant vegetation as green infrastructure</li> <li>• managing urban development and urban bushland to reduce edge-effect impacts.</li> </ul>	<p>Leppington Town Centre is predominantly an urban environment and is subject to biodiversity certification as part of the South Western Sydney Growth Area.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Street buffers have been utilised to support the protection of the existing vegetation that is to be retained.</p> <p>The threatened Camden White Gum – Eucalyptus Bentharii has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p>
<p><b>Objective 28:</b></p> <p>Scenic and cultural landscapes are protected</p>	<p>Strategy 28.1 Identify and protect scenic and cultural landscapes.</p> <p>Strategy 28.2 Enhance and protect views of scenic and cultural landscapes from the public realm</p>	<p>This draft Planning Proposal seeks to utilise the South Creek corridor that transits through Leppington Town Centre.</p> <p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks and with provide east west cooling.</p>

		<p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>This proposal preserves the Leppington Public School site, a local heritage item, and has created view corridors through the town centre that include the school.</p>
<p><b>Objective 29:</b></p> <p>Environmental, social and economic values in rural areas are protected and enhanced</p>	<p>Strategy 29.1 Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.</p> <p>Strategy 29.2 Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park, Orchard Hills, and east of The Northern Road, Luddenham.</p>	<p>Leppington Town Centre is located within the SWGA, and therefore does not impact on the MRA land.</p> <p>Leppington Town Centre was previously rezoned from Rural land uses to urban land uses in March 2013. No rural land zoning was retained at that time, and no rural lands have since been proposed.</p>
<p><b>Objective 30:</b></p> <p>Urban tree canopy cover is increased</p>	<p>Strategy 30.1 Expand urban tree canopy in the public realm</p>	<p>Leppington Town Centre is predominantly an urban environment and is subject to biodiversity certification as part of the SWGA.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney.</p> <p>The threatened Camden White Gum – <i>Eucalyptus Bentharii</i> has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p>
<p><b>Objective 31:</b></p> <p>Public open space is accessible, protected and enhanced</p>	<p>Strategy 31.1 Maximise the use of existing open space and protect, enhance and expand public open space by:</p> <ul style="list-style-type: none"> <li>providing opportunities to expand a network of diverse, accessible, high quality open</li> </ul>	<p>Public Open Space will adjoin Kemps Creek, Scalabrini Creek and South Creek tributaries enabling people to better connect with South Creek corridor. Civic squares, linear East-West parks and public domain areas are</p>

	<p>spaces that respond to the needs and values of communities as populations grow</p> <ul style="list-style-type: none"> <li>investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space</li> <li>requiring large urban renewal initiatives to demonstrate how the quantity of, or access to high quality and diverse local open space is maintained or improved</li> <li>planning new neighbourhoods with a sufficient quantity and quality of new open space</li> <li>delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses</li> <li>delivering or complementing the Greater Sydney Green Grid</li> <li>providing walking and cycling links for transport as well as leisure and recreational trips</li> </ul>	<p>provided by the Proposal. Linear open spaces and linear plazas have been designed to provide additional tree coverage.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Potential flood retention basins adjoin public open space and will provide additional passive open space.</p>
<p><b>Objective 32:</b></p> <p>The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p>Strategy 32.1 Progressively refine the detailed design and delivery of:</p> <ul style="list-style-type: none"> <li>Greater Sydney Green Grid priority corridors</li> <li>opportunities for connections that form the long term vision of the network</li> <li>walking and cycling links for transport as well as leisure and recreational trips.</li> </ul>	<p>This has been addressed above.</p>
<p><b>Objective 33:</b></p>	<p>Strategy 33.1 Support initiatives that contribute to the aspirational objective of achieving net-zero</p>	<p>Both the Region Plan and District Plans advocate for the establishment of Low Carbon</p>

<p>A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p>	<p>emissions by 2050 especially through the establishment of low-carbon precincts in Planned Precincts, Growth Areas and Collaboration Areas.</p>	<p>precincts within the South West Growth Area. Leppington is highly suited to this action.</p> <p>Energy consumption and water consumption are the most intensive carbon generators. Energy and water consumption are used as a metric within Basix, NatHERS, Nabers or Green Star rating tools.</p> <p>The proposal seeks to introduce a 10% higher threshold than otherwise required for all development types for applicable Basix, NatHERS, Nabers or Green Star ratings.</p> <p>To further encourage a reduction in energy and water consumption, this proposal seeks to reward development that increases this threshold to 25% with an additional Floor Space Ratio bonus.</p> <p>Controls and Objectives have been included into the DCP to further enhance the low carbon precinct identity including not permitting dark materials for roofing, which can potentially reduce energy use required for cooling a building by up to 20%.</p>
<p><b>Objective 34:</b> Energy and water flows are captured, used and re-used</p>	<p>Strategy 34.1 Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency especially in Planned Precincts and Growth Areas, Collaboration Areas and State Significant Precincts.</p>	<p>The Proposal includes bonus FSR incentive for low carbon buildings and urban heat strategy considerations for consideration in planning proposals.</p> <p>In developing the Proposal, Council has collaborated with state agencies to ensure that the Town Centre is supported by infrastructure.</p>
<p><b>Objective 35:</b> More waste is re-used and recycled to support the development of a circular economy</p>	<p>Strategy 35.1 Protect existing, and identify new, locations for waste recycling and management.</p> <p>Strategy 35.2 Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.</p>	<p>The Planning Proposal does not inhibit the re-use and recycling of waste before during and after development of the town centre.</p> <p>All proposed development will be assessed at the development application stage for consistency</p>

		against Camden and Liverpool Councils' Waste Management Guidelines.
<b>Objective 36:</b> People and places adapt to climate change and future shocks and stresses	Strategy 36.1 Support initiatives that respond to the impacts of climate change.	<p>This draft Planning Proposal provides Controls and Objectives into the DCP to potentially mitigate impacts of future shocks and stresses of climate change, including increased tree canopy for wind protection, and advocating covered or underground parking where possible.</p> <p>Additional built design solutions are encouraged and will be assessed at the development application stage.</p> <p>Both the Region Plan and District Plans advocate for the establishment of Low Carbon precincts within the South West Growth Area. Leppington is highly suited to this action.</p>
<b>Objective 37:</b> Exposure to natural and urban hazards is reduced	Strategy 37.1 Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.	<p>This draft Planning Proposal provides Controls and Objectives into the DCP to potentially mitigate impacts of natural and urban hazards.</p> <p>Potential flood retention basins adjoin public open space and will provide additional passive open space.</p> <p>General development will not be permitted in flood prone areas, or in close proximity to the existing creeks.</p>
<b>Objective 38:</b> Heatwaves and extreme heat are managed	Strategy 38.1 Mitigate the urban heat island effect and reduce vulnerability to extreme heat.	<p>This draft Planning Proposal aims to mitigate the effects of extreme heat and the heat island effect in an urban context. The Proposal includes bonus FSR incentive for low carbon buildings and urban heat strategy considerations for consideration in planning proposals.</p> <p>The proposal includes urban heat controls which seek to ensure new development incorporates effective</p>

		<p>planning and design to reduce the impacts of urban heat, to help the community survive heatwaves and thrive in a warmer climate.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney. A Street Tree Masterplan for the Leppington Town Centre aims to provide extensive tree coverage along all road types.</p> <p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks and with provide east west cooling.</p> <p>Controls and Objectives have been included into the DCP to further enhance the low carbon precinct identity including not permitting dark materials for roofing, which can potentially reduce energy use required for cooling a building by up to 20% and reducing the heat island effect.</p>
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# Appendix 4 – Western City District Plan

Alignment with Planning Priorities and Actions

## Western Sydney District Plan, Key Objectives and Strategies

Objective	Strategy/Action	Comment
<b>Infrastructure and Collaboration</b>		
Planning Priority W1: Planning for a city supported by infrastructure	<p>1. Prioritise infrastructure investments to support the vision of A Metropolis of Three Cities.</p> <p>2. Sequence growth across the three cities to promote north-south and east-west connections.</p> <p>3. Align forecast growth with infrastructure.</p> <p>6. Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities</p>	<p>Leppington Town Centre is a strategic centre that links the Eastern Harbour City and the Central River City to the Western Parkland city and the Western Sydney Aerotropolis.</p> <p>This Planning Proposal utilised current connections between Leppington and the three cities approach through increased accessibility to Leppington Train Station.</p> <p>The Planning Proposal has been developed taking into account the vision for the WSA and the proposed infrastructure associated with the Airport development.</p> <p>Leppington will be supported by significant infrastructure upgrades associated with the WSA as identified in Future Transport Strategy 2056.</p>
Planning Priority W2: Working through collaboration	<p>7. Identify, prioritise and deliver Collaboration Areas.</p> <p>8. Coordinate land use and infrastructure for the Western City District.</p>	<p>Leppington Town Centre is located in both the Camden and Liverpool LGAs. This Planning Proposal involves collaboration between both Councils and the DPIE.</p> <p>Council officers have engaged with a variety of stakeholders to develop the Planning Proposal.</p> <p>Council officers have collaborated with state agencies to ensure Leppington Town Centre is supported by infrastructure.</p>
<b>Liveability</b>		
Planning Priority W3: Providing services and social infrastructure to meet people's changing needs	<p>9. Deliver social infrastructure that reflects the needs of the community now and in the future.</p> <p>10. Optimise the use of available public land for social infrastructure</p>	<p>The Planning Proposal supports the development of services and social infrastructure required to meet the future community needs of the town centre and surrounding growth areas.</p> <p>Provisions for a health and education hub have been included into the Leppington Town Centre and a local infrastructure strategy has been developed based on a social infrastructure needs assessment.</p>

		<p>The infrastructure strategy includes provision for:</p> <ul style="list-style-type: none"> <li>• A regional community and cultural facility</li> <li>• A regional indoor sports and aquatic centre</li> <li>• Local and regional open space</li> <li>• Local outdoor sports fields and courts</li> </ul>
<p>Planning Priority W4: Fostering healthy, creative, culturally rich and socially connected communities</p>	<p>11. Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities.</p> <p>a. providing walkable places at a human scale with active street life</p> <p>b. prioritising opportunities for people to walk, cycle and use public transport</p> <p>c. co-locating schools, health, aged care, sporting and cultural facilities</p> <p>d. promoting local access to healthy fresh food and supporting local fresh food production.</p> <p>12. Incorporate cultural and linguistic diversity in strategic planning and engagement.</p> <p>13. Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.</p> <p>15. Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a</p>	<p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p>

	<p>minimum regulatory burden, including:</p> <ul style="list-style-type: none"> <li>a. arts enterprises and facilities, and creative industries</li> <li>b. interim and temporary uses</li> <li>c. appropriate development of the night-time economy.</li> </ul> <p>16. Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.</p>	
<p>Planning Priority W5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</p>	<p>17. Prepare local or district housing strategies that address the following:</p> <ul style="list-style-type: none"> <li>a. the delivery of five-year housing supply targets for each local government area</li> <li>b. the delivery of 6–10 year (when agreed) housing supply targets for each local government area</li> <li>c. capacity to contribute to the longer term 20-year strategic housing target for the District</li> <li>d. the housing strategy requirements outlined in Objective 10 of the A Metropolis of Three Cities.</li> </ul> <p>18. Prepare Affordable Rental Housing Target Schemes following development of implementation arrangements.</p>	<p>This draft Planning Proposal seeks to increase and enhance housing supply and diversity within Camden LGA and Leppington Town Centre.</p> <p>The provision of affordable housing has been considered and controls have been proposed to enable a wider demographic of the community. This will allow greater access to residential accommodation within the town centre.</p> <p>The Planning Proposal proposes 3% affordable housing in accordance with Council's requirements. Bonus FSRs have been introduced in order to incentivise the provision of affordable housing within Leppington Town Centre. This has also been taken into account in Council's contributions plans.</p> <p>The Planning Proposal proposes the provision of 10,000 apartments and 500-1,000 townhouses by 2041 in order to increase the diversity of housing within the Leppington Town Centre.</p>

<p>Planning Priority W6: Creating and renewing great places and local centres, and respecting the District's heritage</p>	<p>19. Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places</p> <p>20. In Collaboration Areas, Planned Precincts, Growth Areas and planning for centres.</p> <p>21. Identify, conserve and enhance environmental heritage</p> <p>22. Use place-based planning to support the role of centres as a focus for connected neighbourhoods.</p> <p>23. Use flexible and innovative approaches to revitalise high streets in decline</p>	<p>The Planning Proposal establishes a walkable and fine-grained town centre.</p> <p>This proposal preserves the Leppington Public School site, a local heritage item, and has created view corridors through the town centre that include the school. Further consideration of heritage will be undertaken at the development application stage (if applicable).</p> <p>The Planning Proposal incorporates a public domain network of high quality open spaces streets and green links (Green Grid) that are embedded with water sensitive urban design and assist in combating urban heat island effect.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>A permeable street network will foster active streets, working close to home, public transport use and social interaction.</p> <p>Design excellence controls have been proposed to ensure a positive built outcome.</p>
Productivity		
<p>Planning Priority W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City</p>	<p>24. Integrate land use and transport plans to deliver the 30-minute city.</p> <p>25. Investigate, plan and protect future transport and infrastructure corridors.</p> <p>26. Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.</p> <p>27. Prioritise transport investments that enhance access to the economic corridors and between</p>	<p>The proposal takes advantage of the Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and housing.</p> <p>This Planning Proposal will be further enhanced through the growth of the existing transport infrastructure identified in the Future Transport Strategy 2056.</p> <p>Additional transportation options have been proposed in Leppington Town Centre including bus transit, dedicated bike lanes and pedestrian footpaths with high connectivity to Leppington Train Station.</p> <p>Leppington Town Centre is also well placed to take advantage of the</p>



	<p>centres within the corridors.</p> <p>30. Investigate and plan for the land use implications of potential long-term regional transport connections.</p> <p>31. Plan for urban development, new centres and employment uses that are integrated with, and optimise opportunities of, the public value and use of the potential North South Rail Link. Councils and other planning authorities.</p>	<p>infrastructure proposed to support the development of WSA.</p>
<p>Planning Priority W8: Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis</p>	<p>36. Provide a regulatory environment that enables economic opportunities created by changing technologies.</p> <p>37. Consider the barriers to the growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers.</p> <p>38. Create capacity for tourist accommodation in appropriate locations through local environmental plans</p> <p>40. Consider opportunities to implement place-based initiatives to attract more visitors, improve visitor experiences and ensure connections to transport at key tourist attractions. Councils and other planning authorities</p>	<p>The Planning Proposal enhances the future connection to Western Sydney Aerotropolis. A direct train link to Western Sydney Airport ensures Leppington Town Centre further supports the Aerotropolis.</p> <p>There is anticipated to be a shift in land use away from large format office/industry/enterprise land use to the Aerotropolis enterprise zones.</p> <p>Under the Planning Proposal the land use within the Leppington Town Centre will change from Business Park to mixed use living and service centre with employment opportunities associated with civic and judicial uses, health, recreation and educational uses.</p> <p>The Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development.</p> <p>Leppington Town Centre will also be directly connected to the proposed CSIRO research hub located within the Aerotropolis, providing housing and recreation close to STEM employment.</p>
<p>Planning Priority W10: Maximising freight and logistics opportunities and</p>	<p>53. Plan and manage industrial and urban service land in line, with the principles for managing industrial and</p>	<p>The Planning Proposal does not involve zoning change to any existing industrial or urban services operations. While it will result in some reduction in IN2 Industrial and B5 Business Development zoned</p>

<p>planning and managing industrial and urban services land</p>	<p>urban services land, in the identified local government areas by creating additional industrial and urban services land where required in land release areas to service the growing population. In updating planning for release areas, relevant agencies are to conduct a strategic review of industrial land.</p> <p>54. Consider office development in industrial zones where it does not compromise industrial or urban services activities.</p> <p>55. Facilitate the contemporary adaptation of industrial and warehouse buildings through increased floor to ceiling heights.</p>	<p>land that is partly to accommodate additional RE1 Public Recreation open space areas. The proposal reduces the Business and Industrial zones by 85Ha, to a total area of 91.8Ha in response to a substantial over supply and under development of the current land use zoning that applies to the Centre. The actual projected commercial and industrial employment floor space is likely increase through residential mixed use development in the core of the Centre.</p> <p>It should also be noted that the existing Industrial zoning was flood affected and conflicted with opportunity to utilise the riparian and surrounding area of Kemps creek as a nature reserve, which could provide access along the creek for cyclists and pedestrians beyond the town centre.</p> <p>The B5 Business Development and IN2 Light Industrial zones are located on the fringes of the town centre with access to Bringelly Road and Camden Valley Way. These are two key road corridors that provide access to WSA and Aerotropolis, and interstate road networks through via the M5 and M7. This location will also reduce pedestrian conflict with heavy vehicle movements associated with these land uses.</p> <p>The Business and Industrial zones have been revised in accordance with recommendations from the Retail and Employment Analysis. Specialist studies have considered the regional context of Leppington in regard to supporting Western Sydney Airport and Aerotropolis, and found Leppington Town Centre has capacity for 156,000m<sup>2</sup> of gross leasable retail floorspace, 58.4ha of Industrial land and 102,000m<sup>2</sup> of commercial floor space by 2041.</p>
<p>Planning Priority W11: Growing investment, business opportunities and jobs in strategic centres</p>	<p>63. Strengthen Leppington through approaches that:</p> <p>a. develop a masterplan for the Leppington town centre in collaboration with Camden and</p>	<p>The planning proposal will facilitate local and regional employment and housing needs in an attractive and walkable town centre.</p> <p>Leppington Town Centre is critical to achieving the 30 minute city in the SWGA of Sydney. As a strategic centre,</p>

	<p>Liverpool City Councils, stakeholders and the community</p> <p>b. coordinate the release and rezoning of land for residential, employment and other urban development in Leppington town centre in accordance with the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and to support the District's housing and job targets</p> <p>c. coordinate and deliver enabling infrastructure to support future development</p>	<p>Leppington will continue to have a planned role in attracting investment, business activity and jobs, as well as providing access to a wide range of goods and services close to people's homes.</p> <p>The expectation of a strategic centre is that it includes:</p> <ul style="list-style-type: none"> <li>• The right flexibility for high levels of private sector investment</li> <li>• Co-location of a wide mix of land uses, including residential</li> <li>• High levels of amenity and walkability and being cycle friendly</li> <li>• Areas identified for concentrated commercial uses and commercial cores</li> </ul> <p>The Planning Proposal adheres to these requirements.</p>
<b>Sustainability</b>		
Planning Priority W12: Protecting and improving the health and enjoyment of the District's waterways	<p>67. Protect environmentally sensitive areas of waterways.</p> <p>68. Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water-based transport.</p> <p>69. Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes.</p> <p>70. Work towards reinstating more natural conditions in highly modified urban waterways.</p>	<p>Public Open Space will adjoin Kemps Creek, Scalabrini Creek and South creek tributaries enabling people to better connect with South creek corridor. These linear open spaces and linear plazas have been designed with providing additional tree coverage.</p> <p>Further open space has been provided along with streets acting as asset protection zones to better protect riparian areas and waterways.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Potential flood retention basins adjoin public open space and will provide additional passive open space.</p>
Planning Priority W13: Creating a Parkland	71. Implement the South Creek Corridor Project	The Planning Proposal seeks to utilise the South Creek watercourse

City urban structure and identity, with South Creek as a defining spatial element	and use the design principles for South Creek to deliver a cool and green Western Parkland City	<p>corridor that transits through Leppington Town Centre.</p> <p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks and with provide east west cooling.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Further links to the Western Sydney Parklands, and the WaterNSW Upper Canal have also been enabled through this proposal for regional connectivity.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney.</p>
Planning Priority W14: Protecting and enhancing bushland and biodiversity	<p>72. Protect and enhance biodiversity by:</p> <ul style="list-style-type: none"> <li>a. supporting landscape-scale biodiversity conservation and the restoration of bushland corridors</li> <li>b. managing urban bushland and remnant vegetation as green infrastructure</li> <li>c. managing urban development and urban bushland to reduce edge-effect impacts</li> </ul>	<p>Leppington Town Centre is predominantly an urban environment and is subject to biodiversity certification as part of the South Western Sydney Growth Area.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Street buffers have been utilised to support the protection of the existing vegetation that is to be retained.</p> <p>The threatened Camden White Gum – Eucalyptus Benthamii has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p>
Planning Priority W15: Increasing urban tree canopy cover and	73. Expand urban tree canopy in the public realm. Councils, other	The threatened Camden White Gum – Eucalyptus Benthamii has been incorporated into the Street Tree Masterplan for the Leppington Town

delivering Green Grid connections	<p>planning authorities and State agencies</p> <p>74. Progressively refine the detailed design and delivery of: a. Greater Sydney Green Grid priority corridors and projects important to the District</p> <p>b. opportunities for connections that form the long-term vision of the network</p> <p>c. walking and cycling links for transport as well as leisure and recreational trips. Councils, other planning authorities and State agencies</p> <p>75. Create Greater Sydney Green Grid connections to the Western Sydney Parklands</p>	<p>Centre, which aims to provide extensive tree coverage along all road types.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney.</p>
Planning Priority W16: Protecting and enhancing scenic and cultural landscapes	<p>76. Identify and protect ridgelines, scenic and cultural landscapes, specifically the Scenic Hills, Mulgoa Valley and the escarpments of the Blue Mountains. Councils, other planning authorities and State agencies</p> <p>77. Enhance and protect views of scenic and cultural landscapes from the public realm</p>	<p>This draft Planning Proposal seeks to utilise the South Creek corridor that transits through Leppington Town Centre. Open space has been provided to further link the three tributaries of South creek within Leppington Town Centre together.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p>
Planning Priority W17: Better managing rural areas	<p>76. Identify and protect ridgelines, scenic and cultural landscapes, specifically the Scenic Hills, Mulgoa Valley and the escarpments of the Blue Mountains.</p> <p>77. Enhance and protect views of scenic and</p>	<p>Leppington Town Centre is located within the SWGA, and therefore does not impact on the MRA land.</p> <p>Leppington Town Centre was previously rezoned from Rural land uses to urban land uses in 2014. No rural land zoning was retained at that time, and no rural lands have since been proposed.</p>

	cultural landscapes from the public realm	
Planning Priority W18: Delivering high quality open space	<p>80. Maximise the use of existing open space and protect, enhance and expand public open space by:</p> <ul style="list-style-type: none"> <li>a. providing opportunities to expand a network of diverse, accessible, high quality open spaces that respond to the needs and values of communities as populations grow</li> <li>b. investigating opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas (over 60 dwellings per hectare) are within 200 metres of open space</li> <li>c. requiring large urban renewal initiatives to demonstrate how the quantity of, or access to, high quality and diverse local open space is maintained or improved</li> <li>d. planning new neighbourhoods with a sufficient quantity and quality of new open space</li> <li>e. delivering shared and co-located sports and recreational facilities including shared school grounds and repurposed golf courses</li> <li>f. delivering or complementing the Greater Sydney Green Grid</li> <li>g. providing walking and cycling links for transport</li> </ul>	<p>The Planning Proposal is for a Strategic town centre and is predominantly an urban environment. Public space has been proposed within proximity of all land use types.</p> <p>Public Open Space will adjoin Kemps Creek, Scalabrini Creek and South Creek tributaries enabling people to better connect with South Creek corridor. Civic squares, linear East-West parks and public domain areas are provided by the Proposal.</p> <p>Due to the fragmented landownership and residential density of the Precinct, high quality open space has been included within the DCP for Leppington Town Centre.</p> <p>Potential flood retention basins adjoin public open space and will provide additional passive open space.</p>



	as well as leisure and recreational trips	
Planning Priority W19: Reducing carbon emissions and managing energy, water and waste efficiency	<p>81. Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.</p> <p>82. Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency, especially in Growth Areas, Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.</p> <p>84. Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.</p> <p>85. Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise car parking provision where an increase in total floor area greater than 100,000 square metres is proposed in any contiguous area of 10 or more hectares.</p>	<p>Both the Region Plan and District Plans advocate for the establishment of Low Carbon precincts within the South West Growth Area. Leppington is highly suited to this action.</p> <p>Energy consumption and water consumption are the most intensive carbon generators. Energy and water consumption are used as a metric within Basix, NatHERS, Nabers or Green Star rating tools.</p> <p>The proposal seeks to introduce a 10% higher threshold than otherwise required for all development types for applicable Basix, NatHERS, Nabers or Green Star ratings.</p> <p>To further encourage a reduction in energy and water consumption, this proposal seeks to reward development that increases this threshold to 25% with an additional FSR bonus.</p> <p>Controls and Objectives have been included into the DCP to further enhance the low carbon precinct identity including not permitting dark materials for roofing, which can potentially reduce energy use required for cooling a building by up to 20% and reducing the heat island effect.</p> <p>On a per development basis, community and co-op arrangements for energy generation, and water retention/ recycling are not prohibited, and are encouraged.</p>
Planning Priority W20: Adapting to the impacts of urban and natural hazards and climate change	87. Support initiatives that respond to the impacts of climate change.	This draft Planning Proposal provides Controls and Objectives into the DCP to potentially mitigate impacts of natural and urban hazards

	<p>88. Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.</p> <p>89. Mitigate the urban heat island effect and reduce vulnerability to extreme heat.</p>	<p>Additional built design solutions are encouraged and will be assessed at the development application stage.</p> <p>Potential flood retention basins adjoin public open space and will provide additional passive open space.</p> <p>General development will not be permitted in flood prone areas, or in close proximity to the existing creeks.</p> <p>Controls and Objectives have been included into the DCP to further enhance the low carbon precinct identity including not permitting dark materials for roofing, which can potentially reduce energy use required for cooling a building by up to 20% and reducing the heat island effect.</p>
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# Appendix 5 – Camden LSPS and Community Strategic Plan

Alignment with Strategic Priorities and Actions

## Camden LSPS Key Objectives and Strategies

Objective	Action	Comment
<b>Infrastructure and Collaboration</b>		
Local Priority I1 Aligning infrastructure delivery with growth	<p>3. Council will prioritise the delivery of infrastructure in Leppington – Short Term</p> <p>4. Council will work with the Department of Planning, Industry and Environment to prepare the South West Growth Area Special Infrastructure Contribution (SIC) – Short Term</p> <p>6. Council will advocate to establish a Growth Infrastructure Compact to co-ordinate planning and delivery of growth in the Western City District which includes the Camden LGA, in accordance with Western Sydney City Deal Commitment P5 – Short Term</p>	<p>The Planning Proposal will be enhanced through the growth of the existing transport infrastructure to accommodate the future Leppington population consistent with the Future Transport Strategy 2056.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transportation.</p> <p>Additional transportation options have been proposed including bus transit, dedicated bike lanes and pedestrian footpaths with high connectivity to Leppington Train Station.</p>
Local Priority I2 Connecting Camden through integrated transport solutions	<p>10. Council will undertake Town Centre Parking Strategies including commuter parking for Narellan, Oran Park, Leppington and any future train stations in collaboration with Transport for NSW – Medium Term</p> <p>17. Council will work with Transport for NSW to ensure cycling connectivity between Camden's centres and surrounding strategic centres – Short Term</p> <p>18. Council will work with Transport for NSW to support travel behaviour change programs to manage demand on the transport network and will</p>	<p>This proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Leppington Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and housing.</p> <p>Additional transportation options have been proposed including bus transit, dedicated bike lanes and pedestrian footpaths with high connectivity to Leppington Train Station.</p>

	advocate for sustainable transport choices in new developments – Short Term	
Local Priority I3 Planning for the delivery of the North South Rail and South West Rail Link Extension	<p>19. Council will advocate for the delivery of the North South Rail Line and South West Rail Line extension in accordance with the submission endorsed by Council on 22 May 2018 – Ongoing advocacy</p> <p>20. Council will ensure that the corridor preservation for the North South Rail Line and South West Rail Line Extension is included in relevant planning instruments when confirmed by State Government – Short Term</p> <p>21. Council will continue to advocate for a commitment by the State Government for the delivery of the North South Rail Line and other key transport linkages to the centres of Campbelltown, Liverpool, Greater Penrith and the Aerotropolis, to achieve a 30-minute city – Ongoing advocacy</p>	This proposal maintains rail corridor through the Town Centre and does not prevent the extension of the rail to WSA and Aerotropolis, and the North South rail link. These extensions are outside of the Leppington Town Centre precinct.
Local Priority I4 Working in partnership to deliver a more liveable, productive and sustainable Camden	<p>24. Council will continue to implement the Western Sydney City Deal Commitments – Medium Term</p> <p>25. Council will work with State agencies to align growth and infrastructure – Ongoing</p> <p>26. Council will work with the Western Sydney Planning Partnership to deliver a partnership</p>	<p>Leppington Town Centre is located in both Camden and Liverpool LGA. The Planning Proposal involves collaboration between both Councils and the Department of Planning, Industry and Environment.</p> <p>Council officers are engaging with a variety of stakeholders regarding the review of Leppington Town Centre.</p> <p>This Planning Proposal will provide opportunities for high levels of private investment, development of underutilised government land, and will help</p>

	<p>approach to planning in accordance with Western Sydney City Deal Commitment P6 – Short Term</p> <p>30. Council will prepare a strategy to advocate for key infrastructure to support growth in the Camden LGA - Short Term.</p>	<p>facilitate the development of a new community.</p>
<b>Liveability</b>		
<p>Local Priority L1 Providing housing choice and affordability for Camden's growing and changing population</p>	<p>32. Council will finalise the Camden Housing Study and Camden Housing Diversity Analysis which will establish an evidence base outlining 20 year housing demand and capacity, including affordable housing demand, opportunities and constraints – Short Term</p> <p>33. Council will develop a Housing Strategy which will use the established evidence base and other strategic planning work to develop the vision and evaluate options for housing growth within the Camden LGA – Short Term</p> <p>34. Council will investigate the development of an Affordable Housing Strategy and Affordable Housing Contribution Scheme – Short Term</p>	<p>The Leppington Town Centre has been identified in the 'Pre-production' development phase with 2,112 dwellings as planned housing capacity and 100% developable area remaining.</p> <p>This Planning Proposal seeks to increase and enhance housing supply and diversity within Camden LGA and Leppington Town Centre. The additional supply will contribute to identified target for Leppington Town Centre and overall to the Western Sydney District.</p> <p>The provision of affordable housing has been considered and controls have been proposed to enable a wider demographic of the community. This will allow greater access to residential accommodation within the town centre.</p>
<p>Local Priority L2 Celebrating and respecting Camden's proud heritage</p>	<p>35. Council will review non-indigenous heritage items and update the Camden LEP and DCP – Short Term</p> <p>37. Council will continue to implement the Public Domain Manual within</p>	<p>The Planning Proposal supports the preservation of existing local heritage items within the Leppington Town Centre.</p> <p>This proposal preserves the Leppington Public School site, a local heritage item, and has created view corridors through the town centre that include the school.</p>



	<p>the Urban Design Framework for Camden Town Centre – Short Term</p> <p>39. Council will ensure that future precinct planning considers and protects State and Local Heritage items – Ongoing advocacy</p> <p>40. Council will undertake a scenic and visual analysis with neighbouring Councils to identify and protect ridgelines, scenic and cultural landscapes, and enhance and protect views of scenic and cultural landscapes from the public realm – Short Term</p>	
<p>Local Priority L3 Providing services and facilities to foster a healthy and socially connected community</p>	<p>41. Council will develop a strategy which identifies gaps in the provision of open space, fit for purpose sports facilities, play spaces and community facilities to project future demand and need for facilities, and provide a plan and priorities to meet the needs of current and future populations – Short Term</p> <p>45. Council will investigate opportunities to attract and encourage the delivery of social services and infrastructure within the Camden LGA – Short Term</p> <p>46. Council will deliver the three projects committed to under the Western Parkland City Liveability Program – Short Term</p>	<p>The Planning Proposal will enhance community health, resilience and social connectivity.</p> <p>Provisions for a health and education hub have been included into the Leppington Town Centre.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>This proposal will enhance community health, resilience and social connectivity and supports the social diversity and cultural richness within Leppington Town Centre.</p>

	<p>47. Council will act on the Western Sydney City Deal Commitment L5 to establish the Western Sydney Health Alliance to improve coordination and effectiveness of health services in the region, supporting health and wellbeing of neighbourhoods – Short Term</p>	
<p>Local Priority L4 Encouraging vibrant and connected centres which reflect Camden's evolving character</p>	<p>49. Council will work with Department of Planning, Industry and Environment to investigate the development of local character statements to be incorporated within planning controls – Short Term</p> <p>51. Council will investigate planning controls that encourage the activation of public spaces for civic, community and cultural uses – Short Term</p> <p>53. Council will consider the principles of the Better Places Strategy- Government Architects within the Camden DCP – Short Term</p> <p>54. Council will continue to work with the Department of Planning, Industry and Environment to ensure that new precincts within the South West Growth Area demonstrate best-practice placemaking in the design of centres and streetscapes – Short Term</p> <p>55. Council will implement the South Creek urban design principles contained within the District Plan for</p>	<p>The Planning Proposal supports a night-time economy within the town centre, with a dedicated laneway for small scale bars, restaurants and art gallery type businesses.</p> <p>The provision of affordable housing has been considered and controls have been proposed to enable a wider demographic of the community. This will allow greater access to residential accommodation within the town centre.</p>

	<p>all future development areas around South Creek – Short Term</p> <p>56. Council will review existing planning controls to support a Night Time Economy within Camden's centres – Short Term</p>	
<p>Local Priority L5 Supporting cultural infrastructure to promote cultural and creative spaces</p>	<p>57. Council will work with Create NSW to ensure culture is recognised as a driver for creating vibrant places – Ongoing</p> <p>58. Council will develop a Cultural Development Strategy which will provide Camden Council with a framework that supports arts and culture and high quality experiences to ensure that Camden LGA is a culturally vibrant place to study, work and play – Short Term</p> <p>59. Council will develop a Cultural and Social Infrastructure Plan to determine the cultural and social infrastructure needs of the Camden community – Medium Term</p> <p>60. Council will audit the s7.11 development contributions plans to identify the planned cultural facilities and consider the timing of delivery and funding for these works – Short Term</p> <p>61. Council will continue to implement the Camden LGA Destination Management Plan – Ongoing</p>	<p>The Planning Proposal supports the social diversity and cultural richness within Leppington Town Centre.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>Open space has been provided to further link the three tributaries of South creek within Leppington Town Centre together.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community.</p> <p>This proposal supports a night-time economy within the town centre, with a dedicated laneway for small scale bars, restaurants and art gallery type businesses.</p>

Productivity		
Local Priority P1 Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District	<p>62. Council will prepare and finalise an Economic Development Plan – Short Term</p> <p>63. Council will advocate to retain and grow existing population serving employment opportunities, and to investigate ways in which knowledge-intensive jobs can be delivered in Camden – Short/Medium Term</p>	<p>The proposal responds to the inadequacy of the Leppington Town Centre's planning under the LSPS.</p> <p>The proposal aims to place the underutilised Leppington Train Station as a central feature of the Leppington Town Centre. This integrates transportation options into the Leppington Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and houses.</p> <p>This development will fill employment and housing needs in the local area and wider region through the creation of an attractive and walkable town centre.</p>
Local Priority P2 Creating a network of successful centres	<p>64. Council will finalise the Camden Centres Study, which will evaluate the role and hierarchy of centres, and analyse the capacity and viability for different centres to adopt a place-based approach and accommodate local jobs and commercial services, additional housing and recreational infrastructure – Short Term</p> <p>65. Council will investigate the recommendations of the Camden Centres Study – Short Term</p> <p>66. Council will continue to implement the initiatives in the Camden Town Centre Urban Design Framework – Ongoing</p> <p>67. Council will prepare a Centres and Employment Lands Strategy which will establish a framework for the development of all centres and employment land in Camden. In relation to centres it will</p>	<p>The Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development.</p> <p>The proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Leppington Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and houses.</p> <p>The proposed B4 Mixed Use surrounds the B3 commercial core and will provide opportunities for retail and commercial uses as well as some residential capacity within the town centre.</p> <p>The proposed B3 Commercial Core will support health, education and justice related jobs as identified within the body of this draft Planning Proposal.</p> <p>Council has demonstrated consultation with State Agencies who can act as a catalyst to the above economic sectors and continue to provide support after development.</p> <p>A B5 Business Development zoned area will support bulky goods stores on the peripheries of the town centre.</p> <p>Leppington Town Centre will supply local and regional employment opportunities, including commercial opportunities to</p>

	inform land use controls to ensure that there is a sufficient supply of floorspace available to meet demand – Short Term	support the Western Sydney Aerotropolis.  Leppington Town Centre will be directly connected to the proposed CSIRO research hub located within the Aerotropolis, providing housing and recreation close to STEM employment.
Local Priority P3 Strengthening the Strategic Centres of Narellan and Leppington	<p>71. Council will continue to work with Liverpool City Council and the Department of Planning, Industry and Environment on the Leppington Town Centre Review – Short term</p> <p>72. Council will investigate opportunities to overcome challenges presented by land fragmentation and its limitations on delivering enabling infrastructure – Short term</p> <p>73. Council will work with Transport for NSW to ensure their land holdings within the Leppington Town Centre are developed to support the wider precinct outcomes, support jobs and homes close to the Leppington train station and deliver on the State Government commitment to provide new commuter car park spaces – Short term</p>	This Planning Proposal will fulfil this Local Priority and contribute to the planning for the Leppington Town Centre.
Local Priority P5 Leveraging industry opportunities created by Camden's proximity to the Western Sydney Airport and Aerotropolis	77. Council will work with the Camden Regional Economic Taskforce to investigate opportunities to leverage off the future industrial and commercial hub of the Aerotropolis, and to capitalise on new industry opportunities created by Camden's proximity to the Western Sydney Airport – Short Term	<p>The Planning Proposal enhances the future connection to WSA as proposed in the Future Transport Strategy 2056 and the Western City Deal.</p> <p>A direct train link to WSA ensures Leppington Town Centre further supports the Aerotropolis.</p> <p>The Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development.</p>

		Leppington Town Centre will be directly connected to the proposed CSIRO research hub located within the Aerotropolis, providing housing and recreation close to STEM employment.
<b>Sustainability</b>		
Local Priority S1 Improving the accessibility and connectivity of Camden's Green and Blue Grid and delivering high quality open space	<p>82. Council will prepare a Green and Blue Grid Analysis for Camden and identify mechanisms to implement the Green and Blue Grid – Short Term</p> <p>83. Council will investigate opportunities to provide physical and visual connections to waterways and green spaces – Short Term</p> <p>84. Council will advocate for the retention of remnant vegetation in the master planning of new urban areas – Ongoing</p> <p>85. Council will investigate the State Government's Canopy Cover targets and identify opportunities to implement improved canopy cover on public and private land in line with these – Short Term</p> <p>86. Council will develop a Street and Public Tree Masterplan to inform an LGA-wide tree planting program – Short Term</p> <p>87. Council will review and amalgamate the existing Plans of Management for public land to ensure a consistent approach is adopted for the management of open space – Short Term</p> <p>88. Council will support the State Government in developing a strategy to</p>	<p>The Planning Proposal seeks to utilise the South Creek corridor that transits through Leppington Town Centre.</p> <p>Further links to the Western Sydney Parklands, and the WaterNSW Upper Canal have also been enabled through this proposal for regional connectivity.</p> <p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks and with provide east west cooling.</p> <p>Open space has been provided to further link the three tributaries of South creek within Leppington Town Centre together.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Street buffers have been utilised to support the protection of the existing vegetation that is to be retained.</p> <p>The threatened Camden White Gum – Eucalyptus Benthamii has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p>



	restore and protect South Creek, in accordance with Western Sydney City Deal commitment L3 – Short Term	
Local Priority S4 Protecting and restoring environmentally sensitive land and enhancing biodiversity	<p>104. Council will continue to monitor the extent and condition of Council owned and managed bushland areas and identify additional funding opportunities to deliver a high-quality conservation and restoration program – Ongoing</p> <p>105. Council will increase the use of native flora to extend habitat connectivity corridors in the urban environment – Short Term</p> <p>106. Council will continue biodiversity precinct master planning to identify key actions to protect and enhance biodiversity across the LGA – Ongoing</p> <p>107. Council will develop a fauna pest management strategy to address risks to biodiversity – Short Term</p> <p>110. Council will investigate amending its Local Environmental Plan to protect biodiversity and environmentally sensitive land – Short Term</p>	<p>Leppington Town Centre is predominantly an urban environment and is subject to biodiversity certification as part of the South WSGA.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Street buffers have been utilised to support the protection of the existing vegetation that is to be retained.</p> <p>The threatened Camden White Gum – Eucalyptus Bentharii has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p>
Local Priority S5 Reducing emissions, managing waste and increasing energy efficiency	<p>112. Council will investigate initiatives to reduce vehicle emissions, such as electric vehicle charging stations throughout Camden LGA – Short Term</p> <p>113. Council will work with stakeholders to advocate for a review of the Building and</p>	<p>The District Plan advocates for the establishment of Low Carbon precincts within the SWGA. Leppington is highly suited to this action.</p> <p>Energy consumption and water consumption are the most intensive carbon generators. Energy and water consumption are used as a metric within BASIX, NatHERS, NABERS or Green Star rating tools.</p>

	<p>Sustainability Index (BASIX) and the sustainability of built form outcomes within the Exempt and Complying Development Codes SEPP – Short Term</p> <p>114. Council will monitor and report on Council's emissions and energy use and investigate targets – Short Term</p> <p>116. Council will advocate for the development of low carbon precincts within the South West Growth Area, with Leppington Town Centre as a pilot precinct – Short Term</p> <p>117. Council will investigate opportunities for infrastructure to support the management of waste at a local and regional level – Medium Term</p> <p>118. Council will continue to implement the Camden Waste Education Strategy – Short Term</p> <p>119. Council will develop and implement a Camden Council Waste Strategy to deliver improved strategic waste management outcomes – Short Term</p> <p>122. Council will develop a consistent approach within planning controls to better manage and reduce waste – Short Term</p>	<p>The proposal seeks to introduce a 10% higher threshold than otherwise required for all development types for applicable Basix, NatHERS, Nabers or Green Star ratings.</p> <p>To further encourage a reduction in energy and water consumption, this proposal seeks to reward development that increases this threshold to 25% with an additional FSR bonus.</p> <p>Controls and Objectives have been included into the DCP to further enhance the low carbon precinct identity including not permitting dark materials for roofing, which can potentially reduce energy use required for cooling a building by up to 20% and reducing the heat island effect.</p> <p>On a per development basis, community and co-op arrangements for energy generation, and water retention/ recycling are not prohibited, and are encouraged.</p>
Local Priority S6 Improving Camden's resilience to hazards and extreme weather events	124. Council will undertake a climate risk assessment and identify priority issues for Council	The Planning Proposal provides Controls and Objectives into the DCP to potentially mitigate impacts of natural and urban hazards

	<p>and the community – Short Term</p> <p>126. Council will review planning controls in the LEP and DCP, related to flood prone land – Short Term</p> <p>127. Council will work with the EPA to increase community awareness of the impact domestic emissions have on air quality within the Camden LGA – Short Term</p> <p>128. Council will consider the spatial separation of incompatible land uses at the time of rezoning to minimise noise, visual, health and environmental land use conflict – Ongoing</p>	<p>The Proposal includes bonus FSR incentive for low carbon buildings and urban heat strategy considerations for consideration in planning proposals.</p> <p>The proposal includes urban heat controls which seek to ensure new development incorporates effective planning and design to reduce the impacts of urban heat, to help the community survive heatwaves and thrive in a warmer climate.</p> <p>Additional built design solutions are encouraged and will be assessed at the DA stage.</p> <p>Potential flood retention basins adjoin public open space and will provide additional passive open space.</p> <p>General development will not be permitted in flood prone areas, or in close proximity to the existing creeks.</p> <p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks and with provide east west cooling.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney.</p> <p>Controls and Objectives have been included into the DCP to further enhance the low carbon precinct identity including not permitting dark materials for roofing, which can potentially reduce energy use required for cooling a building by up to 20% and reducing the heat island effect.</p>
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Camden Community Strategic Plan 2022		
Direction	Consistent	Comment
<b>Welcoming</b> <i>Embracing our vibrant and diverse community</i>	Yes	<p>Leppington Town Centre will be Sydney's newest Strategic Centre, encouraging thousands of new residents to move to the Camden LGA to enjoy the amenity, convenience and lifestyle it will provide.</p> <p>Leppington Town Centre will provide a well-supported and welcoming community within Camden LGA. New residents will have access to a wide range of community, sporting, leisure and retail facilities close at hand.</p> <p>Leppington Town Centre is located in close proximity to the Western Sydney International Airport and Aerotropolis, which will provide a jobs-rich environment for new residents.</p> <p>Leppington town centre will be accessible and safe.</p>
<b>Liveable</b> <i>Strong and integrated connections between our people and our services</i>	Yes	<p>Leppington Town Centre will be a smart and innovative community, supported by infrastructure and communications technology.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>Council have considered high level concept plans for open space to ensure healthy resilient and socially connected community. The Planning Proposal supports the social diversity and cultural richness within Leppington town centre.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community. This proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Leppington Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and housing.</p> <p>This proposal will take advantage of Leppington Train Station to provide a highly connected and walkable 30- minute town centre as identified in Future Transport Strategy 2056 and the Region and District Plans.</p> <p>A direct train link to WSA ensures Leppington Town Centre further supports the Aerotropolis.</p>
<b>Prosperous</b> <i>Advancing local economic opportunities and job creation</i>	Yes	<p>Leppington Town Centre is a strategic town centre that links the Eastern Harbour City and the Central River City to the Western Parkland city and greater access to the WSA as identified in Future Transport Strategy 2056.</p> <p>The Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development. This development will fill local and regional</p>

		<p>employment and housing needs in an attractive and walkable town centre.</p> <p>This proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Leppington Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and houses.</p> <p>The proposed B4 Mixed Use surrounds the B3 commercial core and will provide opportunities for retail and commercial uses as well as some residential capacity within the town centre. The proposed B3 Commercial Core will support health, education and justice related jobs as identified within the body of this draft Planning Proposal.</p> <p>Council has demonstrated consultation with State Agencies who can act as a catalyst to the above economic sectors and continue to provide support after development.</p>
<p><b>Balanced</b></p> <p><i>Providing sustainable and responsible solutions that enhance our heritage and natural environment</i></p>	Yes	<p>Council have considered high level concept plans for open space to ensure healthy resilient and socially connected community.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines. Public Open Space will adjoin Kemps Creek, Scalabrini Creek and South creek tributaries enabling people to better connect with South creek corridor.</p> <p>These linear open spaces and linear plazas have been designed with providing additional tree coverage. A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and complement Planning Priority W15 of the Western City District Plan.</p> <p>Further links to the Western Sydney Parklands, and the WaterNSW Upper Canal have also been enabled through this proposal for regional connectivity.</p> <p>The threatened Camden White Gum – Eucalyptus Bentharii has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p>
<p><b>Leading</b></p> <p><i>A successful advocate for our people and places</i></p>	Yes	<p>The Planning Proposal will enhance community health, resilience and social connectivity.</p> <p>Provisions for a health and education hub have been included into the Leppington Town Centre.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community.</p>

		<p>The draft Planning Proposal is consistent with the Greater Sydney Region Plan, the Western City District Plan and Camden's LSPS.</p> <p>Leppington Town Centre is located in both Camden and Liverpool LGA, and this draft Planning Proposal involves collaboration between both Councils and the Department of Planning, Industry and Environment. Council officers have undertaken preliminary consultation with DPE, key state agencies landowners and the community</p> <p>The Local Planning Panel has been consulted ( and has endorsed the strategic and site-specific merit of the proposal) and as part of the formal consultation Council will seek further comment from public agencies and the broader community regarding the proposal during the public exhibition period, following a Gateway determination.</p>
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# Appendix 6 – Liverpool LSPS

Alignment with Strategic Priorities and Actions

Liverpool LSPS Key Objectives and Strategies		
Objective	Action	Comment
<b>Connectivity</b>		
<b>Liverpool Local Planning Priority 1:</b>  Active and public transport reflecting Liverpool's strategic significance	1.3 Advocate the prompt delivery of the South-West rail line extension from Leppington to Western Sydney International Airport, with a terminal interchange at Western Sydney International Airport  1.5 Advocate a fast rail  Advocate a Western Sydney Aerotropolis/ Airport stop on any future high speed rail network	<p>The Planning Proposal will be further enhanced through the growth of the existing transport infrastructure to accommodate the future Leppington population consistent with the Future Transport Strategy 2056.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport.</p> <p>This proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and housing.</p> <p>Additional transportation options have been proposed including bus transit, dedicated bike lanes and pedestrian footpaths with high connectivity to Leppington Train Station.</p>
<b>Liverpool Local Planning Priority 4:</b>  Liverpool is a leader in innovation and collaboration	4.1 Collaborate with government agencies to prepare a local and regional level infrastructure schedule	<p>Leppington Town Centre is located in both Camden and Liverpool LGA, and this draft Planning Proposal involves collaboration between both Councils and the DPIE.</p> <p>Council officers are engaging with a variety of stakeholders regarding the review of the Leppington Town Centre review.</p> <p>Council officers are consulting with DPIE, state agencies, the Local Planning Panel, specialist consultants, landowners, developers, and the general community to develop this draft Planning Proposal.</p>
<b>Liveability</b>		
<b>Liverpool Local Planning Priority 6:</b>  High-quality, plentiful and accessible community	6.1 Advocate changes to contributions planning and seek alternative funding mechanisms to deliver high quality facilities and infrastructure, including	<p>This draft Planning Proposal will enhance community health, resilience and social connectivity.</p> <p>Provisions for a health and education hub have been included into the Leppington Town Centre.</p>

<p>facilities, open space and infrastructure aligned with growth</p>	<p>the FAST corridor within accelerated timeframes</p> <p>6.3 Collaborate with the NSW Department of Education to identify opportunities for sharing local school infrastructure with the wider community</p>	<p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>Council have considered high level concept plans for open space to ensure healthy resilient and socially connected community.</p> <p>The draft Planning Proposal supports the social diversity and cultural richness within Leppington Town Centre.</p> <p>This proposal supports a night-time economy within the town centre, with a dedicated laneway for small scale bars, restaurants and art gallery type businesses.</p> <p>The provision of affordable housing has been considered and controls have been proposed to enable a wider demographic of the community. This will allow greater access to residential accommodation within the town centre.</p>
<p><b>Liverpool Local Planning Priority 8:</b></p> <p>Community-focused low-scale suburbs where our unique local character and heritage are respected</p>	<p>8.2 Review R4 zoned land around local centres to address interface issues</p> <p>8.3 Investigate Local Character Statements and Local Character overlays for areas identified as requiring more fine-grain planning responses</p> <p>8.4 Review and update heritage provisions in LEP, and address anomalies</p>	<p>The draft Planning Proposal supports the preservation of existing local heritage items within the Leppington Town Centre.</p> <p>This proposal preserves the Leppington Public School site, a local heritage item, and has created view corridors through the town centre that include the school.</p> <p>The Planning Proposal establishes a walkable and fine-grained town centre.</p> <p>This proposal supports a night-time economy within the town centre, with a dedicated laneway for small scale bars, restaurants and art gallery type businesses.</p> <p>Design excellence controls have been proposed to ensure a positive built outcome.</p> <p>Green streets, open space and connection to local watercourses</p>

	<p>8.5 Undertake design-led planning using placemaking principles for local and district centres</p>	<p>contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>Further links to the Western Sydney Parklands, and the WaterNSW Upper Canal have also been enabled through this proposal for regional connectivity.</p> <p>Further consideration of heritage will be undertaken at the development application stage (if applicable).</p>
<p><b>Liverpool Local Planning Priority 9:</b></p> <p>Safe, healthy and inclusive places shaping the wellbeing of the Liverpool community</p>	<p>9.1 Amend DCP to better respond to urban heat</p> <p>9.2 Liaise with Fairfield and Canterbury Bankstown councils to implement active transport routes around Chipping Norton Lakes, including bridge and road connection</p>	<p>The draft Planning Proposal will enhance community health, resilience and social connectivity.</p> <p>Provisions for a health and education hub have been included into the Leppington Town Centre.</p> <p>Due to the compact nature of the Strategic centre, there will be an increased dependence on public transport and greater accessibility for the community.</p> <p>Green streets, open space and connection to local watercourses contribute to Leppington Town Centre's walkability with consideration to essential view lines.</p> <p>This draft Planning Proposal aims to mitigate the effects of extreme heat and the heat island effect in an urban context.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney.</p> <p>The threatened Camden White Gum—Eucalyptus Benthamii has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p>

		<p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks and with provide east west cooling.</p>
<b>Productivity</b>		
<p><b>Liverpool Local Planning Priority 11:</b></p> <p>An attractive environment for local jobs, business, tourism and investment</p>	<p>11.1 Develop a Centres and Corridor Strategy, and review LEP and DCP to ensure alignment</p>	<p>Council is committed to attracting business for economic growth and employment opportunities and have set an ambitious growth target of 2500 new jobs a year to 2029.</p> <p>The proposal takes advantage of the underutilised Leppington Train Station as a central feature of the town centre. This integrates transportation options into the Leppington Town Centre at a low infrastructure cost, making it the ideal location to further support jobs and houses.</p> <p>This draft Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development.</p> <p>The proposed B4 Mixed Use surrounds the B3 commercial core and will provide opportunities for retail and commercial uses as well as some residential capacity within the town centre.</p> <p>The proposed B3 Commercial Core will support health, education and justice related jobs as identified within the body of this draft Planning Proposal.</p> <p>Council has demonstrated consultation with State Agencies who can act as a catalyst to the above economic sectors and continue to provide support after development.</p> <p>A B5 Business Development zoned area will support bulky goods stores on the peripheries of the town centre.</p> <p>This development will fill local and regional employment and housing needs in an attractive and walkable town centre.</p>
<p><b>Liverpool Local Planning Priority 13:</b></p>	<p>13.1 Ensure through the Western Sydney Planning Partnership that</p>	<p>The draft Planning Proposal enhances the future connection to Western Sydney Aerotropolis as proposed in the Future</p>

<p>A viable 24-hour Western Sydney International</p> <p>Airport growing to reach its potential</p>	<p>future planning in the Aerotropolis supports the airport's economic potential and reduces conflicting uses that could inhibit future growth and the curfew free status of the airport</p> <p>13.2 Work collaboratively with the Western Sydney Planning Partnership to implement the Western Sydney City Deal and ensure the best planning outcomes for the Aerotropolis</p>	<p>Transport Strategy 2056 and the Western City Deal.</p> <p>A direct train link to WSA ensures Leppington Town Centre further supports the Aerotropolis.</p> <p>This draft Planning Proposal will facilitate high levels of private investment through commercial, residential and industrial development.</p> <p>Leppington Town Centre will be directly connected to the proposed CSIRO research hub located within the Aerotropolis, providing housing and recreation close to STEM employment.</p>
<p><b>Sustainability</b></p>		
<p><b>Liverpool Local Planning Priority 14:</b></p> <p>Bushland and waterways are celebrated, connected, protected and enhanced</p>	<p>14.1 Land overlay in LEP to ensure protection of areas of high ecological conservation value</p> <p>14.2 Review LEP and DCP to ensure protection of biodiversity and waterway quality, and implement the Green Grid</p> <p>14.3 Develop a strategy to increase tree canopy cover in the LGA</p> <p>14.5 Develop a Strategic Urban Biodiversity Framework, dependent on finalisation of State Government's Greener Places Policy</p>	<p>Leppington Town Centre is predominantly an urban environment and is subject to biodiversity certification as part of the South WSGA.</p> <p>The three creeks (Kemps, Scalabrini and Bonds) are being utilised to further cool the city in a North South direction. Tree lined linear plazas connect the creeks and with provide east west cooling.</p> <p>A 11.9Ha Regional Public Recreational zone has been proposed along Kemps Creek specifically to preserve and enhance the existing biodiversity in that location, and compliment Planning Priority W15 of the Western City District Plan.</p> <p>Leppington Town Centre aims to exceed the draft Greener Places Design Guide for street tree canopy coverage in Western Sydney.</p> <p>The threatened Camden White Gum – Eucalyptus Bentharii has been incorporated into the Street Tree Masterplan for the Leppington Town Centre, which aims to provide extensive tree coverage along all road types.</p> <p>This draft Planning Proposal is for a Strategic town centre and is predominantly an urban environment.</p>



		<p>Public space has been proposed within proximity of all land use types.</p> <p>This draft Planning Proposal seeks to utilise the South Creek corridor that transits through Leppington Town Centre.</p> <p>Public Open Space will adjoin Kemps Creek, Scalabrini Creek and South creek tributaries enabling people to better connect with South creek corridor. These linear open spaces and linear plazas have been designed with providing additional tree coverage.</p>
<p><b>Liverpool Local Planning Priority 15:</b></p> <p>A green, sustainable, resilient and water-sensitive city</p>	<p>15.1 Review LEP and DCP to suitably address sustainability in line with recommendations from emissions reduction and resource efficiency study</p> <p>15.2 Review LEP and DCP to address sustainable waste outcomes</p> <p>15.3 Review LEP and DCP to ensure Water Sensitive Urban Design is adequately addressed</p> <p>15.4 Review LEP and DCP to address the Urban Heat Island Effect</p> <p>15.6 Review DCP to prioritise low carbon initiatives in future developments such as adaptive building designs, precinct-level car parking strategies and energy efficient, water-efficient, waste efficient and energy generating precinct design</p>	<p>Both the Region Plan and District Plans advocate for the establishment of Low Carbon precincts within the SWGA. Leppington is highly suited to this action.</p> <p>Energy consumption and water consumption are the most intensive carbon generators. Energy and water consumption are used as a metric within BASIX, NatHERS, NABERS or Green Star rating tools.</p> <p>The proposal seeks to introduce a 10% higher threshold than otherwise required for all development types for applicable Basix, NatHERS, Nabers or Green Star ratings.</p> <p>To further encourage a reduction in energy and water consumption, this proposal seeks to reward development that increases this threshold to 25% with an additional FSR bonus.</p> <p>Controls and Objectives have been included into the DCP to further enhance the low carbon precinct identity including not permitting dark materials for roofing, which can potentially reduce energy use required for cooling a building by up to 20% and reducing the heat island effect.</p> <p>On a per development basis, community and co-op arrangements for energy generation, and water retention/ recycling are not prohibited, and are encouraged.</p>

	15.8 Advocate for increases to BASIX and Section J of the National Construction Code in line with the State Government's net zero by 2050 aspirations	
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# Appendix 7 – Consistency with SEPPs

SEPP Title	Chapter	Consistency	Comment
Biodiversity and Conservation	2 – Vegetation in Non-Rural Area	Yes	<p>Chapter 2 of this SEPP applies to lands within this draft Planning Proposal, and aims to protect the biodiversity values of trees and other vegetation in non-rural areas. It provides regulations regarding the clearing of vegetation and outlines where Council permits are required.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 2 of Biodiversity and Conservation SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	3 & 4 – Koala Habitat Protection 2021	N/A	Does not apply to the lands within this draft Planning Proposal.
	5 – River Murray lands	N/A	Does not apply to the lands within this draft Planning Proposal.
	6 – Bushland in urban areas	Yes	<p>Chapter 6 of this SEPP applies to lands within this draft Planning Proposal.</p> <p>The draft Planning Proposal does not inhibit the application of Chapter 6 of the Biodiversity and Conservation SEPP. This chapter effectively requires consent for disturbance to bushland zoned or reserved for public open space purposes and provides matters to be considered by Councils.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	7 – Canal estate development	N/A	No canal estates are permitted and none are planned or proposed.

SEPP Title	Chapter	Consistency	Comment
	8 – Sydney Drinking Water Catchment	N/A	Does not apply to the lands within this draft Planning Proposal,
	9 – Hawkesbury-Nepean River	Yes	<p>Chapter 9 of this SEPP applies to lands within this draft Planning Proposal and aims to protect the environment of the Hawkesbury-Nepean River system. It provides a range of considerations which are to be taken account of at both rezoning and development stages.</p> <p>The general considerations to be taken into account in the preparation of an environmental planning instrument are:</p> <ul style="list-style-type: none"> <li>(a) the aim of this plan, and</li> <li>(b) the strategies listed in the Action Plan of the Hawkesbury-Nepean Environmental Planning Strategy, and</li> <li>(c) whether there are any feasible alternatives to the development or other proposal concerned, and</li> <li>(d) the relationship between the different impacts of the development or other proposal and the environment, and how those impacts will be addressed and monitored.</li> </ul> <p>The above are considered to have been taken into account in the preparation of this planning proposal. Noting that the land is already zoned for urban purposes, the planning proposal seeks to revise the controls to facilitate development outcomes, which will be undertaken in accordance with Council's policies regarding water sensitive urban design.</p>

SEPP Title	Chapter	Consistency	Comment
			<p>This draft Planning Proposal does not inhibit the application of Chapter 9 of Biodiversity and Conservation SEPP at the development stage as relevant.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	10 – Sydney Harbour Catchment	N/A	Does not apply to the lands within this draft Planning Proposal,
	11 – Georges Rivers Catchment	Yes	<p>Chapter 11 of this SEPP applies to lands within this draft Planning.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 11 of the Biodiversity and Conservation SEPP at the development stage as relevant.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	12 – Willandra Lakes Region World Heritage Property	N/A	Does not apply to the lands within this draft Planning Proposal.
Resilience and Hazards	2 – Coastal Management	N/A	Does not apply to the lands within this draft Planning Proposal.
	3 – Hazardous and offensive development	Yes	Chapter 3 of this SEPP applies to lands within this draft Planning Proposal and provides development controls and guidelines for potentially hazardous and offensive industries.



SEPP Title	Chapter	Consistency	Comment
			<p>The draft Planning Proposal does not inhibit the application of Chapter 3 of the Resilience and Hazards SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	4 – Remediation of land	Yes	<p>Chapter 4 of this SEPP applies to lands within this draft Planning Proposal.</p> <p>The draft Planning Proposal does not inhibit the application of Chapter 4 of the Resilience and Hazards SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
Industry and Employment	2 – Western Sydney Employment Area	N/A	Does not apply to the lands within this draft Planning Proposal.
	3 – Advertising and signage	Yes	<p>Chapter 3 of this SEPP applies to lands within this draft Planning Proposal, providing a State-wide framework for the assessment and consideration of advertising and signage proposals.</p> <p>The draft Planning Proposal does not inhibit the application of Chapter 4 of the Industry and Employment SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
65 - Design Quality of	N/A	Yes	This SEPP applies to lands within this draft Planning Proposal and provides

SEPP Title	Chapter	Consistency	Comment
Residential Apartment Development			<p>design principles and guidance for residential flat development.</p> <p>The draft Planning Proposal does not inhibit the application of No. 65 Design Quality of Residential Apartments SEPP. Further, key items from this SEPP were considered as part of the development of built form controls and undertaking modelling and testing.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
Planning Systems	2 – State and Regional Development	Yes	<p>Chapter 2 of this SEPP applies to lands within this draft Planning Proposal and outlines State Significant Development categories.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 2 of the Planning Systems SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	3 – Aboriginal Land	N/A	Does not apply to the lands within this draft Planning Proposal.
	4 – Concurrences and Consents	Yes	<p>Chapter 4 of this SEPP applies to lands within this draft Planning Proposal.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 4 of the Planning Systems SEPP.</p>

SEPP Title	Chapter	Consistency	Comment
			Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.
<p>Housing</p> <p>SEPP (Housing) 2021 – replaces ARHSEPP and SEPPs 70 amends Seniors Housing SEPP and SEPPs 21 and 36</p>	2 – Affordable Rental Housing	Yes	<p>Chapter 3 of this SEPP applies to lands within this draft Planning Proposal and provides for development pathways and incentives to provide for affordable rental housing.</p> <p>The draft Planning Proposal does not inhibit the application of Chapter 2 of the Housing SEPP. The incentive bonus floor space provisions for ‘infill’ affordable rental housing have been taken into account in the setting of the proposed maximum building heights. This will ensure that there is reasonable opportunity for the bonus floor space to be realised, improving the attractiveness and viability of the inclusion of a component of affordable rental housing in residential apartment development within the Town Centre.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	3 – Diverse Housing		
SEPP (Building Sustainability Index: BASIX) 2004	N/A	Yes	<p>This SEPP applies to lands within this draft Planning Proposal and provides regulations to ensure sustainable residential development across the State.</p> <p>The draft Planning Proposal does not inhibit the application of Building Sustainability Index BASIX SEPP.</p>

SEPP Title	Chapter	Consistency	Comment
			Any redevelopment will be considered against this SEPP at the development application (DA) stage.
Transport and Infrastructure	2 – Infrastructure	Yes	<p>Chapter 2 of this SEPP applies to lands within this draft Planning Proposal. It lists a range of development scenarios in which State agency consultation or concurrence must be required, and also provides a number of developments which may be undertaken by State infrastructure agencies without development consent.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 2 of the Transport and Infrastructure SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	3 – Educational Establishments and Child Care Facilities	Yes	<p>Chapter 3 of this SEPP applies to lands within this draft Planning Proposal and provides for development controls and guidelines relating to all educational facilities and childcare facilities in the State.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 3 of the Transport and Infrastructure SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	4 – Major infrastructure corridor		Corridor identified

SEPP Title	Chapter	Consistency	Comment
	5 – Three Port - Port Botany, Port Kembla and Newcastle	N/A	Does not apply to the lands within this draft Planning Proposal.
	6 – Moorebank Freight Intermodal Precinct	N/A	Does not apply to the lands within this draft Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	N/A	Yes	<p>This SEPP applies to lands within this draft Planning Proposal, providing for State-wide development controls and standards for ‘exempt’ and ‘complying’ development.</p> <p>This draft Planning Proposal does not inhibit the application of Exempt and Complying Development Codes SEPP.</p> <p>Any redevelopment will be considered against this SEPP at the development application (DA) stage.</p>
Precincts— Regional	2 – State Significant Precincts	N/A	Does not apply to the lands within this draft Planning Proposal.
	3 – Activation Precincts	N/A	Does not apply to the lands within this draft Planning Proposal.
	4 – Kosciuszko National Park-Alpine Resorts	N/A	Does not apply to the lands within this draft Planning Proposal.
	5 – Gosford City Centre	N/A	Does not apply to the lands within this draft Planning Proposal.
Precincts— Eastern Harbour City	2 – State Significant Precincts	Yes	Does not apply to the lands within this draft Planning Proposal.

SEPP Title	Chapter	Consistency	Comment
	3 – Darling Harbour	N/A	Does not apply to the lands within this draft Planning Proposal.
	4 – City West	N/A	Does not apply to the lands within this draft Planning Proposal.
	5 – Walsh Bay	N/A	Does not apply to the lands within this draft Planning Proposal.
	6 – Cooks Cove	N/A	Does not apply to the lands within this draft Planning Proposal.
	7 – Moore Park Showground	N/A	Does not apply to the lands within this draft Planning Proposal.
Precincts— Western Parkland City	2 – State significant precincts	N/A	<p>Chapter 2 of this SEPP applies to lands within this draft Planning Proposal.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 2 of Precincts – Eastern Harbour City SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	3 – Sydney region growth centres	N/A	<p>Chapter 3 of the Precincts— Western Parkland City SEPP is the primary planning instrument that applies to the Leppington Town Centre, and is the subject of this planning proposal. Revised planning provisions are intended to be created for the Leppington Town Centre which will largely replace those that currently existing under Appendices 4 and 5 of the SEPP.</p> <p>The planning proposal does not impede the ability for development to be undertaken in accordance with the</p>



SEPP Title	Chapter	Consistency	Comment
			objects of Chapter 3 of the Precincts— Western Parkland City SEPP.  Revised, more feasible planning controls will encourage redevelopment in Leppington Town Centre which has not seen the level of development expected, given it has already been zoned for urban purposes for several years.
	4 – Western Sydney Aerotropolis	N/A	Does not apply to the lands within this draft Planning Proposal.
	5 – Penrith Lakes Scheme	N/A	Does not apply to the lands within this draft Planning Proposal.
	6 – St Marys	N/A	Does not apply to the lands within this draft Planning Proposal.
	7 – Western Sydney Parklands	N/A	Does not apply to the lands within this draft Planning Proposal.
Precincts— Central River City	2 – State significant precincts	N/A	Does not apply to the lands within this draft Planning Proposal.
	3 – Sydney Region Growth Centres	N/A	Does not apply to the lands within this draft Planning Proposal.
	4 – Homebush Bay Area	N/A	Does not apply to the lands within this draft Planning Proposal.
	5 – Kurnell Peninsula	N/A	Does not apply to the lands within this draft Planning Proposal.
	6 – Urban Renewal Precincts	N/A	Does not apply to the lands within this draft Planning Proposal.

SEPP Title	Chapter	Consistency	Comment
Resources and Energy	2 – Mining, Petroleum Production and Extractive Industries	Yes	<p>Chapter 2 of this SEPP applies to lands within this draft Planning Proposal.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 2 of Resources and Energy SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
	3 – Extractive industries in Sydney area	Yes	<p>Chapter 3 of this SEPP applies to lands within this draft Planning Proposal.</p> <p>This draft Planning Proposal does not inhibit the application of Chapter 3 of Resources and Energy SEPP.</p> <p>Any redevelopment will be considered against this SEPP chapter at the development application (DA) stage.</p>
Primary Production	2 – Primary Production and Rural Development	N/A	Chapter 2 of this SEPP will no longer be relevant for the Leppington Town Centre as no land will remain as zoned for rural or agricultural purposes.
	3 – Central Coast Plateau Areas	N/A	Does not apply to the lands within this draft Planning Proposal.

# Appendix 8 – Section 9.1 Directions

Assessment of Consistency and Justification

S9.1 Direction Title	Consistency	Comment
<b>1.0 Planning Systems</b>		
1.1 Implementation of Regional Plans	Yes	The draft Planning Proposal is generally consistent with the Greater Sydney Region Plan. Detailed assessment is located within Appendix 1 of this document
1.2 Development of Aboriginal Land Council land	N/A	There is no development of aboriginal land within the site.
1.3 Approval and Referral Requirements	Yes	The draft Planning Proposal does not prohibit the existing requirements for plan making approval or referrals and is consistent with the EPA Act 1979
1.4 Site Specific Provisions	Yes	This draft Planning Proposal does not advocate for site specific uses.
1.5 Parramatta Road Corridor Urban Transformations Strategy	N/A	Does not apply to the Camden or Liverpool LGA.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	N/A	Does not apply to the Camden or Liverpool LGA.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Does not apply to the Camden or Liverpool LGA.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A	Does not apply to the Camden or Liverpool LGA.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A	Does not apply to the Camden or Liverpool LGA.

1.10 Implementation of the Western Sydney Aerotropolis Plan	Yes	The draft Planning Proposal does not inhibit the implementation of the Western Sydney Aerotropolis Stage 1 Land use and Infrastructure Implementation plan
1.11 Implementation of Bayside West Precincts 2036 Plan	N/A	Does not apply to the Camden or Liverpool LGA
1.12 Implementation of Planning Principles for the Cooks River Cove Precinct	N/A	Does not apply to the Camden or Liverpool LGA
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	N/A	Does not apply to the Camden or Liverpool LGA
1.14 Implementation of Greater Macarthur 2040	N/A	Does not apply to the Camden or Liverpool LGA
1.15 Implementation of the Pyrmont Peninsula Place Strategy	N/A	Does not apply to the Camden or Liverpool LGA
1.16 North West Rail Link Corridor Strategy	N/A	Does not apply to the Camden or Liverpool LGA.
1.17 Implementation of the Bays West Place Strategy	N/A	Does not apply to the Camden or Liverpool LGA.
<b>2.0 Design and Place (N/A)</b>		
<b>3.0 Biodiversity and Conservation</b>		
3.1 Conservation Zones	Yes	Nothing in this proposal prohibits the preservation of identified environmentally sensitive areas.

Riparian zones have been identified along Kemps Creek, Scalabrini Creek, and South Creek and no changes have been proposed to this area.

These areas have been protected through adjacent open space, or separation of other adjoining land uses by a road reserve.

Land currently identified as E2 Environmental Conservation is proposed to be rezoned as Public Recreation Local and Regional. This ensures E2 Environmental Conservation lands are preserved and enhanced.

3.2 Heritage Conservation	N/A	Leppington Town Centre has existing local heritage items and are to be retained in their existing state under this draft Planning Proposal.
		This proposal seeks the removal of these heritage items from Appendix 4 and Appendix 5 of the Growth Centres SEPP, and the inclusion of these same items in the proposed Leppington Town Centre Appendix of the Growth Centres SEPP
3.3 Sydney Drinking Water Catchments	N/A	Does not apply to the Camden or Liverpool LGA.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A	Does not apply to the Camden or Liverpool LGA.
3.5 Recreation Vehicle Areas	N/A	Does not apply to the Camden or Liverpool LGA.
3.6 Strategic Conservation Planning	N/A	No land within the Leppington Town Centre Area is identified under the <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> as avoided land or a strategic conservation area.

#### 4.0 Resilience and Hazards



4.1 Flooding	Yes	Any development on flood prone land within Leppington Town Centre will be subject to the Growth Centres SEPP flooding clauses.
4.2 Coastal Management	N/A	Does not apply to the Leppington Town Centre precinct.
4.3 Planning for Bushfire Protection	Yes	<p>Leppington Town Centre is partially on Bushfire prone land. Development on bushfire affected land will be subject to Bushfire assessment as per EPAA 1979.</p> <p>A Bushfire Report has been prepared and identifies that category 1, 2 and 3 Vegetation are located within the site, along with associated buffer zones that are considered 'bushfire prone'.</p> <p>An Indicative Layout Plan has been implemented that will incorporate protection measures that will not make it difficult to evacuate, establish control difficulties during a bush fire or place people or existing development at risk.</p>
4.4 Remediation of Contaminated Land	Yes	<p>The Leppington Town Centre has not been identified by EPA as contaminated.</p> <p>All land will be subject to contamination assessment under development application process.</p> <p>Any contamination found will require appropriate remediation as per SEPP 55 and the Contaminated Land Management Act 1997 prior to redevelopment of the site.</p>
4.5 Acid Sulphate Soils	N/A	Does not apply to the Camden or Liverpool LGA.
4.6 Mine Subsidence and Unstable Land	N/A	Does not apply to the Camden or Liverpool LGA.
<b>5.0 Transport and Infrastructure</b>		
5.1 Integrating Land Use and Transport	Yes	Leppington Train Station is a central feature within Leppington Town Centre. The proposed Indicative Layout Plan has expanded the accessibility to this train

station through a variety of alternative transportation measures including vehicle, bus lanes, dedicated bike lanes and a highly walkable urban environment.

5.2 Reserving Land for Public Purposes	Yes	The draft Planning proposal includes land for public purposes including for local and regional open space needs, educational facilities, and transport land. Land reserved for public purposes has been identified in consultation with State government agencies and, in the case of local open space needs, based on a needs assessment associated with the future population.
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5.3 Development Near Regulated Airports and Defence Airfields	Yes	Leppington Town Centre is located on the edge of the Obstacle Limit Surface (OLS) of the Western Sydney Airport. The proposed building heights are below the prescribed OLS elevation.
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Comment will be sought by WSA during the public exhibition period.

5.4 Shooting Ranges	N/A	There are no existing or proposed shooting ranges within Leppington Town Centre.
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## 6.0 Housing

6.1 Residential Zones	Yes	This proposal seeks to include a variety of housing typologies including town house, low rise residential apartments, residential apartment towers, and mixed-use buildings.
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It is noted that detached and dual occupancy dwellings are already dominant within the Camden LGA, including Leppington Stage 1 directly to the South of the Precinct.

6.2 Caravan Parks and Manufactured Home Estates	Yes	Leppington Town Centre contains an existing Caravan Park used as affordable housing. This will remain under existing use rights
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## 7.0 Industry and Employment

7.1 Business and Industrial Zones	No	This Direction states that a planning proposal must not reduce the potential floor space area for employment uses or industrial uses.
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As a result of a rationalisation of employment and industrial land use zones, the planning proposal will result in a reduction of B7 Business Park land by 61ha and a reduction of the B3 Commercial Core zone by 17ha. The B4 Mixed Use zone will be increased by more than double to 51ha.

Despite a reduction in B7 and B3-zoned land the total number of jobs expected for the Leppington Town Centre under the revised planning is forecast at 11,000 - 12,500 by 2041 and 18,500 in the longer term (as outlined in Hill PDA's Leppington Town Centre Market Demand Analysis). This is comparable to less than 9,000 jobs that can be facilitated under the existing zoning and is a result of denser job types being facilitated in the B4 Mixed Use zone (which is increasing) than in the B7 Zone (which is decreasing).

As such, the inconsistency is considered of minor significance in the circumstances.

7.2 Reduction in non-hosted short-term rental accommodation period	N/A	Does not apply to the Camden or Liverpool LGA.
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7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Does not apply to the Camden or Liverpool LGA.
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## 8.0 Resources and Energy

8.1 Mining, Petroleum Production and Extractive Industries	N/A	There is no existing or proposed mining, petroleum production or extractive industries within the Leppington Town Centre precinct.
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## 9.0 Primary production

9.1 Rural Zones	Yes	The existing 3.1 Ha of RU6 Rural Transitional land use zone is proposed to be rezoned as Public Recreation Regional zoning in order to preserve the riparian corridor and native vegetation and provide additional recreational access to Kemps creek.
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Based on the scale of Leppington Town Centre, and the proposed change of use for the relevant RU6 lands, this is considered of minor significance.

9.2 Rural Lands	N/A	Does not apply to the Camden or Liverpool LGA.
9.3 Oyster Aquaculture	N/A	Does not apply to the Camden or Liverpool LGA.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	Does not apply to the Camden or Liverpool LGA.

# Appendix 9 – Making the Western Sydney Parkland City

Consistency with Draft Report Actions

PIC Proposed Action	Consistency	Comment
1. Initial places for jobs and skills	Yes	<p>Leppington Town Centre has not been listed as an initial place for jobs and skills. Leppington Town Centre is a Strategic Centre, which has the role of providing employment and services to the local and regional communities.</p> <p>This is a long-term vision, and Leppington Town Centre will facilitate employment and skills into the future, beyond the initial need.</p>
2. Initial places for housing and people	Yes	<p>Leppington Town Centre is listed as a location that will provide initial residential development. This will be achieved through the provision of a diverse range of housing typologies in close proximity to Leppington Train Station.</p> <p>Residents in Leppington Town Centre will have access to bus, train and cycling networks, high quality public open space, and initial local employment opportunities.</p>
3. Initial places for landscape and resilience	Yes	<p>Leppington Town Centre has not been listed as a location that will provide initial places for landscape and resilience.</p> <p>Leppington Town Centre has three tributaries of South Creek transecting the town centre, and they have been integrated into the urban design.</p> <p>This will allow for future preservation of South Creek tributaries within Leppington Town Centre, and offer residents to access to this landscape through a network of adjoining public open space.</p>
4. Subsequent places for growth and change	Yes	<p>Leppington Town Centre is not listed as a location for subsequent growth and change into the longer term, which is consistent with this proposal.</p>
5. Out-of-sequence development	Yes	<p>Leppington Town Centre is consistent with sequence of development.</p>



		Leppington Town Centre will provide initial residential development to support Western Sydney Aerotropolis, providing employment and skills consistent with the Strategic Centre direction into the medium term.
6. Fit-for-place Program	Yes	Camden Council is participating in discussions around the provision of infrastructure required to support sequenced planning, working with key stakeholders to ensure Leppington is serviced and development in line with this direction.
7. Forward public land and property program	Yes	<p>Leppington Town Centre proposal has identified lands required for public acquisition for the purposes of road reserve and drainage infrastructure, public open space and required community facilities.</p> <p>The contributions plan to support the revised town centre is subject to a separate project.</p>
8. Shifting to place-based business cases	Yes	State and Federal Government investments in Leppington Town Centre, such as regional open space works, will likely be subject to business case or grant application process.
9. Regional whole-of-water cycle and stormwater management reform as part of place-making	Yes	<p>Detention basin and drainage infrastructure land are identified and reserved as SP2 Infrastructure for future acquisition.</p> <p>Leppington Town Centre is of a scale that it could be capture and recycle water for reuse as grey water.</p>
10. Renewing and increasing the provision of social and affordable housing as part of place-making	Yes	The proposal includes a bonus FSR incentive for the provision of affordable housing to a community housing provider, increasing provision.

# Appendix 10 – Leppington Town Centre Urban Design Report

LFA

# Appendix 11 – Leppington Town Centre - Utilities Assessment

Mott Macdonald

# Appendix 12 – Leppington Town Centre Social Infrastructure and Open Space Assessment

Elton Consulting

# Appendix 13 – Leppington Town Centre Traffic Modelling Report

ARUP

# Appendix 14 – Leppington Town Centre – Housing and Market Demand Analysis

Hill PDA



# Appendix 15 – Leppington Town Centre – Retail and Employment Analysis

Hill PDA

# Appendix 16 – Designing Leppington

LFA & Turf Design Studio

# Appendix 17 – Draft Leppington Town Centre Development Control Plan



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